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TIME-TABLE.

WEEK DAYS

		Pass	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.		6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati	...Dep.		6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	...Dep.		7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo	...Dep.		7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.		7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling	...Dep.		7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.		7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.		7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling	...Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo	...Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	...Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati	...Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon	...Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.		A.M.	A.M.	Noon	P.M.	P.M.	P.M.
Kowloon	...Dep.	6.40	8.35	9.15	10.30	12.00	2.22	5.29	7.10
Yaumati	...Dep.	6.50		9.24	10.39	12.09	2.31	5.38	7.19
Shatin	...Dep.	7.02		9.36	10.51	12.21	2.43	5.51	7.31
Taipo	...Dep.	7.16		9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	...Dep.	7.21		9.53	11.08	12.38	3.00	6.09	7.48
Fanling	...Dep.	7.32		10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	...Dep.	7.36		10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	...Arr.	7.42		10.13	11.28	12.58	3.21	6.30	8.08

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		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	8.12	10.38	11.40	3.00	4.17	5.20	5.40	6.09
Sheungshui	...Dep.	8.19	10.45	11.47	3.07	4.24	5.27	5.46	6.16
Fanling	...Dep.	8.23	10.49	11.51	3.11	4.28	—	5.51	6.20
Taipo Market	...Dep.	8.33	10.59	12.02	3.21	4.38	—	6.01	6.30
Taipo	...Dep.	8.37	11.04	12.07	3.25	4.42	—	6.05	6.34
Shatin	...Dep.	8.51	11.17	12.21	3.38	4.55	—	6.18	6.47
Yaumati	...Dep.	9 a.	11.29	12.33	3.50	5.07	—	6.30	6.59
Kowloon	...Arr.	9.11	11.37	12.41	3.58	5.15	6.04	6.38	7.07

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WEEK DAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Fanling ...Dep.	7.45	11.30	2.20	6.25
Shataukok ...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS	A.M.	A.M.	P.M.	P.M.
Fanling ...Dep.	7.45	11.30	3.20	6.25
Shataukok ...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Shataukok ...Dep.	6.30	10.15	1.05	5.00
Fanling ...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Shataukok ...Dep.	6.30	10.15	2.05	5.15
Fanling ...Arr.	7.25	11.10	3.00	6.10

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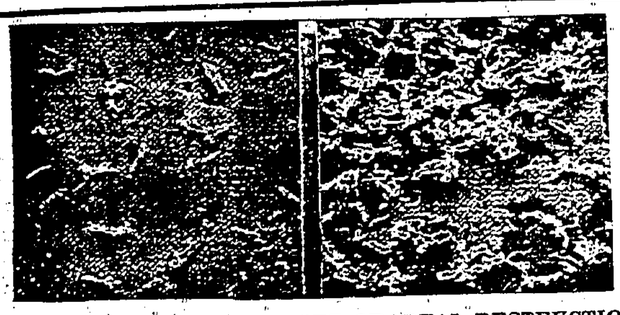

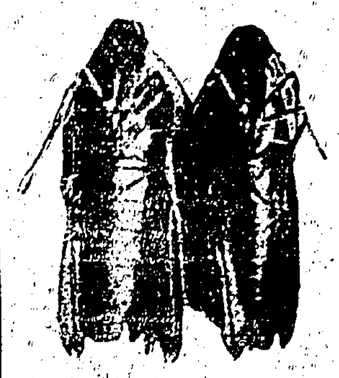

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[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 8th.

Following up successes against Wales and Ireland, Scotland beat England by two goals to nothing at Hampden Park, Glasgow, and so became champion country for the season under Association rules. From a Scottish point of view, that is a highly satisfactory ending to a season in which there has been a dearth of outstanding talent almost amounting to poverty. It is also a rather remarkable result in view of the fact that, for the first time in 28 years, the Scottish selectors made no calls upon Anglo-Scots, but confined themselves to players engaged in Scottish club football. Considering the wide field they had to draw upon, the English selectors produced an extremely prosaic team. While the game was lacking in outstanding personalities, the play, as a whole, was not entirely disappointing. It was always keen, and frequently clever. The Scots had to work hard for the opening goal, secured shortly before half-time, and it was close on the finish before they got another to make victory secure. There were times when the Scottish forwards moved in excellent style, whipping the ball from one to the other in a manner that non-plussed the opposing half-backs. There were also instances in which the English forwards showed thrustful work that might have borne fruit had they been better supported; but there was a great lack on both sides of anything approaching quick, brilliant movements ending with a well-directed effort for goal. The Englishmen seemed to fade out very easily as an attacking force; the Scots overdid the passing game, and were too often caught in possession to their own detriment. As a result, neither of the goalkeepers was ever over-burdened with work, although both did some very good saving at times. Man for man, the home players were ahead of their opponents in point of skill; they showed superior combination, and, indeed, looked like being winners from quite an early stage in the game. In the end a margin of two goals to nothing was a modest estimate of the extent of their superiority. Interest in the game was best sustained in the first half. Then it was that the Englishmen put up their boldest challenge. The Scots had the wind to help them, but the visitors did not seem seriously handicapped. The Scots, on the other hand, got excellent work from both wings, and for a long time the only drawback was the failure of Gallacher to drive the ball home at close quarters. After 36 minutes' play Gallacher redeemed his shortcomings with a goal that was one of the best features of the match. It was pretty much an individualistic effort. The score was merited on play, and it probably had a steadying influence on the Scots. There was a near call for another goal some minutes later. The curious thing in the second half was that the Scottish team, instead of getting into difficulties against the wind, played better. It was Jackson who engineered Scotland's second score. He was tackled by the goalkeeper, whose intervention allowed Gallacher to slip in and net the ball at short range. That put the seal on Scotland's success, and gave a much better reflex on the run of the game.

THE LEAGUE CHAMPIONSHIP.

The football season in Scotland is drawing to a close but the competition for the Championships of the three divisions in the League is still as keen as ever, and the clubs to suffer relegation have not yet been determined. The Rangers seem to be somewhat stale, and just managed to scrape through in their mid-week match with Cowdenbeath. Airdrieonians, the favourites for the Flag, are going strong. Hibernians suffered defeat from Dundee—a club which is in remarkably good fettle—and it is now practically settled that they cannot overtake the two leaders. Hibs remaining match is with the Airdrieonians at Airdrie, and that engagement may have an important bearing on the deciding of the Championship. Ten clubs are still in danger in relegation area, those most seriously placed are Ayr United and Third Lanark, who have dropped 44 points each: Queen's Park and Kilmarnock, who have given away 43 each; Falkirk, 42; Motherwell and Hamilton Academicals, 41 each; and Aberdeen, 40.

Dundee United look like being Second Division champions, and, at all events, seem fairly safe for promotion, with Clydebank well placed in the second position.

RUGBY SEVEN-A-SIDES.

The seven-a-side Rugby tournament at Inverleith produced some lively and vigorous encounters, and in several of the ties play reached a high level. Heriot's (F.P.), the successful seven, won on their merits. They had a hard journey from the start, disposing of Glasgow High School (F.P.), Wanderers, and Watsonians in turn before they met Glasgow Academicals. The Academicals worked their way into the final without really being severely tried.

LADY'S AMAZING SWIM.

ELEVEN HOURS IN WATER NEAR SINGAPORE.

Two hours after the steamer *Indulinde* left Singapore on Tuesday night, May 5th, bound for Batavia, a lady passenger named Miss Beaumain, fell overboard and was not picked up until noon the next day, when she was rescued by a sampan. Miss Beaumain kept afloat in these shark-infested waters for eleven hours.

The sampan took the lady to the Marine Police station, from where she was taken to hospital. She is progressing well, and no anxiety is felt as to her condition.—*Straits Times.*

MR. BALDWIN & MR. THOMAS.

"MY FRIEND JIM."

A RAILWAY REUNION.

As old servants of one of the great railways of the country—the one formerly as a director and the other as engine cleaner—a Conservative Prime Minister, Mr. Baldwin, and an ex-Labour Minister for the Colonies, Mr. J. H. Thomas, M.P., were present recently at a "family gathering" of the Great Western Railway. The chairman (Viscount Churchill) and the directors of the company were entertaining Mr. Baldwin at a complimentary luncheon at Claridge's Hotel.

Mr. Baldwin said he had broken all his rules of life for the Great Western Railway that day. He declined all invitations to luncheon and dinner when the House of Commons was sitting. Thanking Lord Churchill for the tribute to his father, once chairman of the company, Mr. Baldwin said:—

"My father and I were the greatest friends that ever lived.

"I was born and bred on the Great Western Railway. I must have been getting into years of maturity before I ever travelled on or realised that there was any other railway system in Great Britain."

He knew of no other railway that could train up and time after time bring forth from its own bosom men competent to direct its affairs as general manager—men who were acknowledged by all the railways to be general managers of the highest class.

"My friend Jim Thomas was a fireman on our railway and has qualified himself before the eyes of the world to occupy the position of a Secretary of State: and not only that, but to fill it in a manner that filled us all at home with pride and satisfaction, and made everybody in the Dominions feel that they had in him a man who understood them and was prepared to do all in his power to bring together the different parts of the Empire and develop that great heritage for the benefit of the ordinary people throughout the two hemispheres."

"I BELONG TO NO CLASS."

Mr. J. H. Thomas, who proposed the health of the chairman and directors of the G.W.R., said there was a lot of talk to-day about class bitterness, class hatred, and class superiority.

"I not only dissociate myself from that cry, but I join issue with it. This gathering to-day is in itself a sufficient answer. Your honoured guest started on the Great Western as a director. I started as a cleaner at 7s. a week.

"Whatever may be the political differences in this country, however much your Prime Minister and myself may find ourselves arguing, quarrelling if you like, across the floor of the House of Commons, I feel, like him, that when this country is passing through not only a difficult but a dangerous stage, when folks talk to me about the cost of the dole, and a financial burden to the country that is in itself staggering, that is secondary to the moral deterioration of our people. You cannot have men of 18, 19 and 20 years of age, whose brains are very much like a sponge, ready to sap up evil as well as good, walking the streets day after day without a moral deterioration. Those of us who value the future of our race gravely regard the prospects of their being the fathers of the next generation."

Their guest, the Prime Minister, might not be heralded as the greatest brain or the cleverest tactician, or boldest politician, but he would go down to posterity as an honest man.

"There will be criticism of my presence here to-day. Many of my friends will interpret it as an indication that I have deserted the class to which I belong. There is no class to which I belong. I refuse to believe that brains or virtue are the monopoly of any section."

CRICKET'S BIRTHPLACE.

Winchester College has acquired Broad-halfpenny Down, Hambledon, Hampshire, where cricket, as a public spectacle, was born in the 18th century. The first fully recorded game on Broad-halfpenny Down took place in 1773, when the Old Hambledon Club played England. Much cricket history was made on the ground.

YOUTH AND GOLF.

Sir Sidney Low, writing on "Youth Wasted on Golf," in *The Weekly Dispatch* says:—

"As a game, for the elderly, the inactive, and the ill-trained golf has its advantages. But is it a game for the younger generation?

"A first-class game should test the physical condition, the activity, the muscular strength, the endurance, and the courage of the players. Golf does none of these things.

"All this is not written in disparagement of a noble game, which as I have freely admitted is exceedingly skilful and difficult. Let the younger folks row, and run, and ride, and bat and bowl, and cultivate nerve and dash and pace on the football field, and grace and agility on the tennis court, and leave the brassie and the putter to their seniors."

BURIED IN RACING COLOURS.

The funeral of the late Mr. Adam Scott, the owner-trainer of racehorses and farmer, who was thrown from his horse and broke his neck while riding in the Springwood Steeplechase at the United Border Hunt meeting at Kelso, took place at Alnham, Northumberland. Mr. Scott's body, which was conveyed to the church on a draped trolly drawn by two farm horses, lay in the coffin in his racing colours—light blue and maroon—and booted and spurred as he had fallen on the course.

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HONGKONG SHARE MARKET.

Messrs. Benjamin & Potts, in their weekly share report, dated May 15th, state:—

Business has again been very dull and principally confined to Investment orders. Forward transactions have been few and far between.

There has been much enquiry locally for Rubber shares, no doubt due to the further rise in the price of the raw material, which is now quoted at 2/5d per lb. Quotations from Shanghai and the Straits show considerable advances, indicating a strong demand for shares.

Banks:—Hongkong and Shanghai Banks are ruling strong and have risen to a buying rate of $1,250. The price at home has also improved to £140:10/- (middle).

Marine and Fire Insurances.—All stocks in this section are ruling strong. Cantons have strengthened and have buyers at $750, ex the dividend of $40 just paid, and Unions can be placed at $300. Yangtszes are enquired for at the improved rate of $49. China Underwriters have changed hands at $3.30. Hongkong Fires have advanced to $670 and China Fires are steady at $200.

Shipping.—Hongkong, Canton and Macao Steamboats are easier with sellers at $39½. Douglas Steamships are still on offer at $54, with no sales reported. "Star" Ferries have been sold at $82/83. Tugs and Lighters are better and have been booked at $4.75.

Refineries.—China Sugars continue on offer at $63 and Malabons have sellers at $53.

Oils and Mining.—Langkats "Combined" have again strengthened to a buying rate of Tls. 25½. The "Singles" are quoted higher at Tls. 12.75 and Explorations are enquired for at Tls. 4.75, after sales at Tls. 5. Benguet Consolidateds have found buyers at $2.40. Raubs were sold at $3. Kailan Mines have been largely dealt in at 37/3d.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further weakened to a selling rate of $119. Shanghai Docks have had a smart rise to Tls. 133. Hongkong and Kowloon Wharves have dropped to $193, buyers only offering $191. New Engineerings can be placed at Tls 9.

Lands, Hotels and Buildings.—Hongkong Lands have been steady with sales made at $95½. Humphreys' Estates are unaltered at $20½, at which rate there are buyers. Hongkong Realties continue in demand at $4.70. Hongkong and Shanghai Hotels rose to $16, but have since weakened to $15. Shanghai Lands have jumped up Tls. 150 buyers, according to latest advices from the North.

Electric Companies.—Hongkong Electrics have been largely dealt in between $80 and $85. The market closes with buyers at $84. China Lights "Combined" are slightly lower with sellers at $32. The "Old" shares have been sold at $23, down to $22½ and the "New" are offering at $22. Hongkong Tramways have gone weaker with sellers at $40.

Cotton Mills.—Little attention has been paid to Cotton shares. Ewos are, however, enquired for at Tls. 11.10, but other stocks are more or less nominal.

Miscellaneous.—Green Island Cements, after sales in the early part of the week at $29½, have again receded and shares are obtainable at $28½. China Providents "Combined" owing to some forced selling have dropped to $46. Dairy Farms have buyers at $26½. Lane, Crawfords have further advanced to $17.25 Canton Ices can be placed at $7.50. Other stocks in this section are dull and with no business reported.

Forward Steement Days.—26th May (Tuesday), 23rd June (Tuesday), 28th July (Tuesday) and 25th August (Tuesday).

Exchange.—The T.T. rate on London to-day is 2/2⅞ and on Shanghai 73½.

TSINGTAO COMMUNISTS.

PEKING GOVERNMENT'S PROMPT ACTION.

An *Asiatic News Service* message from Peking on May 6th, states:—

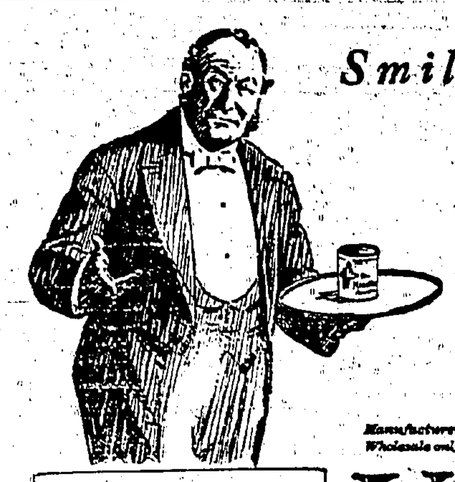
With reference to the strike at Tsingtao against the Japanese mills, the Chinese Government, at the request of the Japanese Legation, has wired to the Shantung authorities, urging the discovery and arrest of all communistic agitators, whether they be teachers, students or any one else. The authorities believe that the arrest of the Chinese communists will soon settle the strike trouble at Tsingtao to the advantage of Sino-Japanese relations.

POLICE COURT ITEMS.

A young Chinese was sentenced to 2 months' hard labour by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday for having stolen a cash box from the cabin of Mr. J. Wallace, 2nd engineer of the s.s. *Takada*.

A Chinese was committed to the Sessions by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, for having attempted to rob a woman in Ki Lung Street, Sham Shui Po, on May 4th.

At the Kowloon Magistracy before Mr. E. W. Hamilton yesterday, Frederick Owen Richardo, a Welsh miner, appeared on remand on a charge of having stowed away on board the *Empress of Canada* from Manila. He was committed to the House of Detention until arrangements could be made by the British Legion or St. David's Society to send him back to Wales or to find employment for him.



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LOCAL SPORT.

ATHLETIC SPORTS.

There will be two athletic meetings in progress at the same time on adjoining grounds at Happy Valley this afternoon, both of which will undoubtedly attract large attendances.

One will be the annual 18th annual athletic meeting of the Lusitano Recreation Club, the patrons being H.E. Sir Reginald Stubbs, K.C.M.G. and the Very, Rev. Father G.M. Spada. The sports commence at 12.30 p.m. on the Hongkong Football Club's ground (by courtesy of the committee and members). The band of the 5/2nd Punjabi Regiment, by the kind permission of Major C. M. Smith and Officers will be in attendance.

There will be included in the programme of events a 220 yards race open to the Colony.

The other meeting takes place on the Race Course where the Chinese Y.M.C.A. will commence their 17th annual athletic sports at 1-30 p.m. At the conclusion of this meeting, Mrs. Chau Wai Cheung, wife of Dr. Chau Wai Cheung, who is a graduate of the Hongkong University, will distribute the prizes.

RIFLE SHOOT TRIAL.

Trial shoots in preparation for the interport rifle shoot between Singapore, Penang and Hongkong, and for the purpose of choosing Hongkong's team, are to take place this afternoon and to-morrow afternoon at the Taikoo rifle range.

All local shots have been invited to participate and the shooting commences at three o'clock each afternoon. The interport contst is to be fired off at the option of each port on any day between May 15th and May 31st.

Among those who are likely to take part in the trials this week-end are the following.—Mr. F. Goodman, Mr. T. Swan, Mr. D. Reid, Mr. J. A. Lyon, Mr. R. Wallace, Mr. D. Bone, Mr. W. E. Cook, Sub-Inspector McNab Wilson Major Stanford and Mr. C. H. Summers.

RUBBER STILL RISING.

Messrs. Carrooll Bros are in receipt of a telegram from their Singapore friends advising them that the price of Rubber is now $1.07 per lb.

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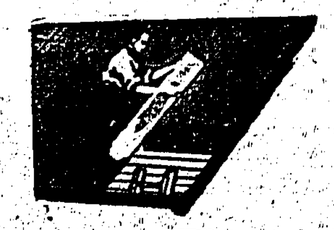

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HONGKONG AND OPIUM.

REPORT BY SUPERINTENDENT OF IMPORTS AND EXPORTS.

"THE COMPLETE FISCALISATION OF OPIUM IN SOUTH-WEST CHINA."

The following very interesting references to the Opium question are contained in the Report of the Superintendent of Imports and Exports (Mr. J. D. Lloyd) for the year 1924:—

GENERAL.

The gross revenue was $5,224,303.65 as compared with $5,759,443.58 in 1923. During the last quarter there was a drop of about 25 per cent. in the sales in all districts,—in one district on the South of the Island the decrease was 50 per cent. This marked decrease coincides with the appearance of the bountiful new crop of Chinese opium on the market, and the efforts of the Macao Opium Farmer to increase his sales by a reduction in price.

The cost of the production of prepared opium was considerably increased during the year. The salaries of the staff at the factory had to be revised to meet the general rise in wages in the Colony, while the cost of pots and charcoal was greatly increased owing to the general unrest in South China rendering the manufacture and transportation of the goods both difficult and expensive. Owing to excessive demands the old staff of boilers was discharged and a new staff was engaged, which after training and the elimination of those unsuitable, has proved satisfactory.

The branch office at Taipo was closed down, and arrangements made for the agents in the New Territory, North, to draw their supplies of opium either direct from the Head Office or through two large retailers. The whole of the sale of opium is now in the hands of agents who are paid a fixed monthly salary, and have no interest in pushing the sale of opium, so long as they satisfy the demands of the purchasers in their immediate vicinity. To some extent in the outlying districts this has made a difference to the amounts sold, the tendency being to understock, so that when sold out for the day the agency could be closed down and the salesmen go home. Illicit opium of fair quality can be obtained so easily everywhere that smokers would not be seriously incommoded if they found the Government agent sold out.

OPIUM SMUGGLING.

As compared with 1923 Hongkong was only supplying distant places such as U.S.A. and Shanghai with illicit opium, and this on a much smaller scale. Thanks to the first good crop for some years Amoy was supplying Hongkong, Manila, Java and Singapore with quantities of prepared opium of superior quality, at a very cheap price, from $3 to $5 per tael. Swatow, Canton, and the Delta were receiving supplies of Chinese opium direct without the intervention of Hongkong smugglers. The West River route for Yunnan opium was open throughout the year. Hence a flood of Chinese opium was poured into the Colony from all possible means of entrance whereas during 1923, the only possible means of entrance was *vid* Haiphong and South Western Chinese ports. A great increase of smuggling was therefore to be anticipated.

Comparatively little Chinese raw opium was seized, but constant seizures were made of Chinese prepared opium, originating in Kwong Chow Wan, Wuchow, Kongmoon, Amoy and elsewhere. Illicit prepared opium of lower quality was being retailed in the Colony to opium divans at about $3 per tael. Haiphong ceased to send Yunnan raw opium, but the trade was transferred to Tung Hing and neighbouring French leased territory of Kwong Chow Wan, where the opium was boiled in numerous manufactories and despatched to Hongkong almost daily by the numerous small steamers which ply between that port and Hongkong.

The Hongkong Headquarters of one large Kwong Chow Wan opium dealer was discovered, and one of the employees convicted of selling opium. Though no opium was actually discovered, the books and documents when examined and explained gave such conclusive evidence of opium dealing on a huge scale that the defence had to admit that the business was that of dealing in opium solely. The master of this firm, who absconded, was a wealthy man owning considerable property in the Colony. The firm has been closed, and one of their chief sub-agents has been banished.

Evidence was obtained of the complete fiscalisation of opium throughout South and South Western China. Whereas in 1923 the Revenue stamps found on raw opium seized were comparatively crude affairs, many found in 1924 were quite elaborate and printed in colours; some from Amoy found on parcels of prepared opium were very similar to Revenue stamps used by foreign countries, being perforated and printed in different colours for each denomination, with an elaborate design including the star and crescent, the value being given in Arabic numbers of Roman lettering. These particular stamps bore a legend that they were issued as Export Revenue Duty Stamps. The official opium monopoly in Canton does not seem to have been the success antipicated, mostly owing to the competition of the various military leaders, who each relied on opium to finance their own forces. Though the price was gradually reduced very little seems to have found its way to Hongkong.

PERSIAN OPIUM.

Persia still continued to send opium to China under the false declaration of destination, "Vladivostok." The arrival of the s.s. *Tai Tak* in the port on her return from her second opium smuggling trip to the China coast afforded an opportunity for a thorough investigation into this traffic with the help afforded by the books seized in the office of the agent for the ship. It was proved by the documents seized that the persons to whom the ship belonged had been responsible for the introduction of at least four shiploads of Persian Opium into China during the last two years, and that at least four million dollars had been spent on the purchase of the opium. The money came from Swatow mostly, though occasionally Shanghai joined in the venture. The persons who financed the business were discovered to be wealthy and very influential Chinese merchants in Swatow. The procedure was to send the ship chosen to Formosa to load coal sufficient for the round trip to the Persian Gulf and back to the China coast, allowing a considerable margin to allow the ship to loiter off the coast and steer unusual couses; supercargos were embarked in Formosa, and the ship sailed for Basrah *viâ* Goa. The ship remained at Basrah until a cable was received from Hongkong that the opium was ready at Bushire; the ship then proceeded to Bushire, loaded her opium declaring the destination as Vladivostok. She touched at Goa, and then sailed for the China sea avoiding Sabang, the former usual port call for these opium ships. A course was then steered for Hongkong keeping over to the coast of the Philippines to avaid being seen by other ships and reported. A course was then set for the vicinity of the Eastern entrance to the harbour of Hongkong near Waglan, where apparently some means were prepared of getting a message through to Swatow. The ship then proceeded to the neighbourhood of Swatow where some of the opium was transferred into waiting steam launches. Some of the remainder of the opium was transferred into waiting gunboats near Amoy. In one case arrangements had been made to meet junks near the mouth of the Yangtsze. After delivering her cargo the ship proceeded to Formosa to coal and then came back to Hongkong to refit or lay up till the next trip. The Captain of s.s. *Tai Tak* was warned to leave the Colony and the Chinese manager of the local agents for the ship was deported.

Only one seizure of Persian opium was made of any magnitude, in a junk in the Yaumati harbour of refuge, shortly after information had been received that an opium smuggling ship from Persia had discharged some of her cargo near the Colony. Whenever such ships had discharged in this locality small amounts of Persian opium were soon after seized, showing the rapidity with which such opium goes into circulation.

Macao received over 1,400 chests of opium from Persia, though it is probable that a certain amount was really Benares opium. The ultimate distribution of this is unknown, but while such large supplies are available in a place with a small legitimate consumption so near Hongkong, there is a very considerable danger of a large part reaching this Colony ultimately in one form or another.

INDIAN OPIUM.

A few seizures were made of Indian Opium but none of any magnitude. From documents seized it was apparent that elaborate arrangements had been made to attempt to smuggle Indian opium into China. In two cases, involving 340 chests in all, Benares opium was exported from India to Persia and was exported thence as Persian opium, and so ultimately reached China. The Indian trade returns for 1924 mention the export of opium to Persia. Apparently most of this opium was at once shipped to China or Macao.

FORGERY OF GOVERNMENT OPIUM LABELS.

A good deal of illicit opium appears to have been sold to unsuspecting strangers as Government opium in pots bearing forged labels, especially in Chinese Hotels and Boarding Houses. Several convictions were obtained, but the source of the forgeries could not be traced in the Colony. They are apparently imported from outside, some at least from Kongmoon. In consequence of this the concession previously allowed to the larger Chinese Hotels of keeping small stocks of opium for the convenience of their guests was withdrawn.

OPIUM DIVANS.

Early in the year a second European Revenue Officer was assigned to the work of the suppression of opium divans and placed in charge of the Kowloon Peninsula for that purpose with good results. The number of divans seems to remain constant notwithstanding the numbers dealt with by the Magistrates. The amount of illicit opium found at any one time in these divans was very small, replenishment being obtained from hawkers or agents of the owners of the divans several times a day. The number of opium pipes found in use tended to decrease, but in a low class divan the same pipe will be passed round a circle of smokers; thus one pipe and one lamp will suffice for four smokers at a time, one smoking while the next man is preparing his pellet of opium over the lamp. There was found to be a marked difference in the type of divan on either side of the water, the divan in Kowloon being as a rule on a much smaller scale, and using a cheaper type of opium. The majority of the divans were conducted by paid keepers, the real masters keeping in the background and being rarely discovered. In some cases the keeper only got his food and free opium, in other cases he received as little as $2 per month and his keep, but the masters seem never to have been at a loss to find applicants for the posts of keeper, in spite of the large number of keepers who were deported from the Colony during the year. The number of divans dealt with during the year was 1,572; the number of smokers in divans convicted 5,720. In all these divans illicit opium was being consumed, and in very many cases large numbers of empty illicit opium containers were found, showing the quantities of illicit opium consumed. In all 7,084 persons were arrested by officers of this department and convicted of offences under the Opium Ordinance, apart from a considerable number arrested by the Police. What would be the consequence of creating many new offences under any scheme of registration of smokers can easily be imagined.

REGISTRATION OF SMOKERS.

As an instance of the difficulty of introducing any scheme of registration of smokers here our experience with holders of annual passbooks for the purchase of Kam Shan, or high grade prepared opium, is worthy of mention. These passbooks are issued annually only to Chinese of the upper classes who are permanently resident in the Colony, yet every year about 30 per cent. do not renew their passbooks, having left the Colony. Merchants who held passbooks years ago are constantly returning to the Colony after an absence of years and applying to renew their passbooks. If such is the case with the upper classes, it is far more so with the middle and lower classes.

SEIZURES OF OPIUM.

The chief seizures during the year were as follows:—

1.—800 pounds of Persian opium found in a junk in Yaumati harbour of refuge. The information obtained was to the effect that this was only part of a much larger parcel which had entered the Colony. The s.s. *Cochin Chine* was known to have unloaded a large consignment direct from Persia near the waters of the Colony shortly before.

2.—3,150 taels of prepared opium found in tin trunks on the deck of s.s. *President Taft* amongst 1st class passengers baggage. Two, Chinese were arrested, whose names corresponded with those on the labels of the trunks, but no sufficient evidence could be found to prove guilty knowledge. They were obviously from their own belongings of a lower class, and would not have travelled first class unless their passage had been paid. The presumption was that they had received a free passage in return for taking the opium to the United States.

3.—3,460 taels of prepared Amoy opium on s.s. *Sui Sang* on her arrival from Amoy *via* Manila. The opium was intended for Manila, but owing to the vigilance of the Customs could not be landed there, so was brought on to Hongkong.

4.—1,750 taels of Macao opium on s.s. *Los Vegas*, in camphor wood trunks. The opium was being taken to Los Angeles by one of the European engineers of the ship, who was to receive a handsome sum if he delivered it safely. He was arrested and sentenced to 12 months' imprisonment.

5.—1,526 taels of prepared opium on a small cargo boat in the harbour. The opium had probably come from a Macao steamer and was stowed away in the boat pending an opportunity to ship it to America.

6.—600 pounds of raw Chinese opium on s.s. *Taiwan Maru* on her arrival from Hoihow. The opium was probably intended for Swatow.

7.—1,220 taels of prepared Amoy opium on s.s. *Sarvistan*, probably intended for Singapore.

8.—1,180 taels of raw Chinese opium on s.s. *Linchow* probably intended for local consumption.

9.—2,999 taels in cargo on s.s. *President Madison* consigned to Manila.

10.—6,704 taels of Amoy prepared opium on s.s. *Kutsang* intended for Singapore.

11.—4,000 taels of Amoy prepared opium on s.s. *Haihong* probably intended for export to the Philippines.

BANISHMENT FOR OFFENCES.

The number of persons banished from the Colony for various periods for opium offences was 598. They were mostly keepers of divans with more than one conviction, and boilers of illicit opium, and a few who made their living by the retailing of illicit prepared opium.

LEGISLATION.

The Opium Ordinance was amended so as to make the offence of dealing in raw opium more comprehensive. Dealing in any way without a licence is now prohibited. The intention was to prohibit any business in, or concerning, raw opium being handled through the Colony even though the opium itself never came within the limits of the Colony. The present policy is to issue such licences only in respect of opium ordered by foriegn governments for the use of the official monopolies, when such opium has to pass through the Colony in transit. It is desirable to make this point clear, since the wording of the new clause may be interpreted wrongly by persons who are not in possession of adequate knowledge of the actual position.

REWARDS.

The amount paid in respect of rewards was $88,194.00 The greater portion was in respect of opium divans, a large number of secret agents, who are paid on results, having to be maintained.

DANGEROUS DRUGS.

The seizures during the year were as under:—

	ounces.
Morphine	10,304
Heroin	5,280
Cocaine	2,125

The number of seizures was 8, none of which were made on shore. No evidence was found during the year that there was any retail trade in Dangerous Drugs in the Colony. No Hypodermic syringes were found. Japan was the destination or the origin of many of the seizures, and considerable amounts of Turkish and Persian Opium destined for well-known Morphine manufacturers in Japan were noticed as they passed through the Port. The import of Opium Extract into Japan from Germany was noticed for the first time.

(*Continued at foot of next Column.*)

The chief seizures were:—

1.—5,280 ounces Heroin on s.s. *Fushimi Maru* en route to Japan, manufactured in Germany.

2.—1,200 ounces Morphine on s.s. *Rheinland* consigned to Amoy, manufactured in Germany.

3.—6,640 ounces of Morphia on s.s. *Hakosaki Maru* consigned to Japan, manufactured in Germany.

4.—800 ounces of Morphine on s.s. *Oldenburg* consigned to Amoy, manufactured in Germany.

5.—1,600 ounces of Morphine on s.s. *Derflinger*, manufactured in Germany.

6.—2,000 ounces of Cocaine on s.s. *Honang*, intended for Calcutta, all bought in Japan, some of Japanese manufacture, some with German marks, possibly forged, some with German and Japanese trade-marks on the same packages.

LOCAL SPORT.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

YESTERDAY'S MATCHES.

HANDICAP SINGLES "B."

Semi-Final.

C. W. E. Bishop (—1/6) beat P. H. Boomerman (scr.), 6-3, 6-1.

CLUB CHAMPIONSHIP SINGLES.

Semi-Finals.

W. Hyde beat W. B. Cornaby, 6-4, 6-2, 6-1.

MONDAY'S MATCHES.

No play will take place in the Tournament to-day. The following matches are down for decision on Monday:—

OPEN SINGLES.

Fourth Round.

S. E. Green *v.* Capt. O'Callaghan.

HANDICAP SINGLES "A."

Semi-Final.

Dr. D. J. Valentine *v.* Major Hattersley-Smith.

GARRISON TENNIS LEAGUE.

The matches in the Garrison Tennis League for next week are as under:—

Monday, Small Units *v.* R.A.O.C.; Tuesday, "B" Co. East Surrey Regt. *v.* R.A.S.C.; Wednesday, R.E. "B" *v.* R.A.M.C.; Thursday, "D" Co. East Surrey Regt. *v.* R.E. "A"; Friday, "A" Co. East Surrey Regt. *v.* Headquarters Wing, East Surreys Regt. Play will commence each day at 4 p.m.

LAWN BOWLS.

Matches for to-day in connection with the Hongkong Lawn Bowls Association are to be played as under:—

Division I.

Taikoo R.C. *v.* Civil Service C.C.
Kowloon B.G.C. *v.* Kowloon Dock R.C.
Craigengower *v.* Kowloon C.C.

Division II.

East Point R.C. *v.* Taikoo R.C.
Police R.C. *v.* Indian R.C.
Kowloon C.C. *v.* R.H.K.Y.C.

HOW'S THAT?

IMPORTANT M.C.C. RULING OF LOCAL INTEREST.

During the course of a cricket match on the H.K.C.C. ground last season, a ball from one of the bowlers struck the wicket, but neither bail fell to the ground, though admittedly one of them was dislodged from the groove.

The umpires both gave the batsman not out. Their decision led to a good deal of friendly argument, the umpires' contention being that the bail was not "off," as required by Rule 20 of the Laws of Cricket.

Last mail brought a copy of the *Daily News* Cricket Annual, in which the ruling of the M.C.C. on the subject is reproduced, from which it will be seen that the decision of the two local umpires was correct. The M.C.C. Ruling reads:

IMPORTANT M.C.C. RULING.

The attention of the M.C.C. having been called to a case at the Oval on June 26th, 1924 (Surrey *v.* Cambridge University), where the wicket was struck but the bail did not fall to the ground, the umpires were requested to give an exact description of the position of the bail. Their reports agree that they gave the batsman out because they say the bail was removed from "the groove," and, therefore, in accordance with an "instruction" of 1923, they gave the batsman out. They have misinterpreted the instruction, which is as follows:—"The striker would be out under this law if any part of either bail is 'struck off' (see Law 20) the top of the wicket."

Law 20 uses the words "struck off," and the M.C.C. in their ruling have held those words as meaning "struck off" the top of the stump, and no mention is made of "the groove." The description of both umpires as to the position of the bail is that no part of the bail, though out of "the groove," was off the "top of the stump." The "top of the stump," of course, includes not only the groove but the space on either side of it. The umpires were, therefore, wrong in giving the batsman out.

ALLEGED ABUSE.

MR. BRAYFIELD IS SUED BY LOCAL RAILWAY CO.

"D—you, stationmaster, you son of a—Why don't you send your station coolies to the foreshore to pick up these bottles?"

The alleged utterance of these words by Mr. T. H. G. Brayfield, of Taipo, to Mr. Sang Lum Sau, stationmaster at Taipo Station, on the morning of April 25th, had a sequel at the Central Magistracy yesterday afternoon, when Mr. Brayfield appeared in answer to a summons taken out against him at the instance of the Kowloon-Canton Railway Company, for unlawfully using insulting words to Mr. Sang Lum Sau, whereby a breach of the peace might have been occasioned.

The case was heard before Mr. S. B. B. McEldery, the greater part of the time being taken up in close and detailed cross-examination of the principal witness for the prosecution and in frequent legal argument and parley.

Mr. Whyte Smith appeared to prosecute and Mr. F. G. Vaux was for the defence.

Mr. Whyte Smith, in his opening, said that at 7-45 a.m. on April 25th, defendant came to the station-master's office at Taipo carrying two beer bottles and asked the stationmaster in an abusive manner why he had not sent around the *fois* to collect the empty bottles off the foreshore. Defendant then dashed the bottles on the floor, breaking them, and left the office. Defendant was apparently engaged, in an anti-malarial campaign, but that did not justify him using bad language to an inoffensive native. The railway authorities had, therefore, felt it their duty to stand by the station-master who had always conducted his duties in a very satisfactory way and they felt it their duty to make certain that such a scene, as would be described that afternoon, should not occur again. The office of stationmaster was one of great responsibility and if his authority was ignored, the station would be apt to degenerate into disorder and cause much inconvenience to the public. His stationmaster had been at Taipo for eight years and had carried out his duties there satisfactorily. Taipo was an important little station and a number of residents used it; while the pier brought a certain amount of traffic. He did not know whether the defendant still wished to insist that the stationmaster should have sent around *fokis* to pick up the bottles, but he would call his evidence.

Mr. Sang Lum Sau, the stationmaster at Taipo, said he had been there since 1917. At 7-45 a.m. on April 25th, Mr. Brayfield came to the station carrying two bottles and started to abuse him. Defendant said to witness "D—you stationmaster why did you not send coolies to the foreshore to pick up these bottles?" Defendant then dashed the bottles on the ground, breaking them into pieces.

Asked if there was any water on the ground after they were broken, witness said the ground was slightly wet. Defendant then went away. There were two pointsmen and a booking clerk in the office at the time.

Cross-examined by Mr. Vaux:—Are you in charge of Taipo station? Witness:—I am.

Your receive your salary I suppose?—I receive a salary.

Do your receive free-quarters?—Yes.

You are responsible for these quarters I suppose?—I am.

Are you a quarrelsome man?—No I am not quarrelsome. I have never had a quarrel with anyone else.

This is the first time you have ever had a quarrel?—This is the first time I have ever had a quarrel.

Do you remember any instance like this that happened before?—A similar instance occurred some time ago.

Was that about broken bottles or not?—Yes. I think on that occasion it was mineral water bottles.

His Worship: I don't see that this is relevant to the question?

Mr. Vaux: On the point of breach of the peace your Worship. Abuse in itself is not a crime.

His Worship: I don't quite see the bearing of that dictum on the case.

Mr. Vaux: If the gentleman had not quarrelled before, I do not see that a breach of the peace could have been occasioned. He says he is not a quarrelsome man and he has taken these proceedings, I take it, by reporting it to his superiors.

Continuing his cross-examination, Mr. Vaux asked witness: Was that previous occasion more serious than this?—Witness: No not so serious as this.

You understand English?—A little.

Did you hear any worse words than you have stated on the present occasion.—I understood what he said.

Were there any worse words than you have given His Worship?—They were the exact words he used.

On this previous occasion did he swear at you?—On many previous occasions.

Do you remember a little quarrel you had with a policeman some time ago?—I have never been in trouble with the police.

Did you not report a policeman on one occasion?—I don't remember.

Do you recall that about 2½ years ago you reported a policeman?—I now remember it.

His Worship: What is this to do with it? Has it any bearing on the case?

Mr. Vaux: Yes.

Continuing his cross-examination, Mr. Vaux asked: Are you not a very dignified sort of person at your station?

His Worship: I don't see that he can answer that question, he would be too modest.

Mr. Vaux: I think he is the sort of person that would report anyone. Your Worship will realise I am cross-examining under difficulties. I am going to ask him if he does not often report people very frequently interfering with him at his station?—Witness: I am not in the habit of reporting people, but, if I am too much despised, I would.

You have certain latrines in your station house?—There is a latrine some distance away from the station. It is near the pier.

In part of your dwelling house have you not got a latrine?—Yes.

Have you got three latrines attached to your dwelling house?—There are three latrines.

They are public latrines are they not?—They are used by the station staff and not by the public.

There are other latrines used by the public, are there not?—The other latrine is used by the public.

You are in charge of both these latrines are you not?—Yes.

His Worship: We are getting very far away from the point. This does not seem at all relevant.

Mr. Vaux: It is leading up to provocation.

His Worship: It does not seem very relevant.

Mr. Vaux: Well if your Worship will not allow me to cross-examine, perhaps you will note my objection.

His Worship: Well I want to keep it as close as possible.

Mr. Vaux: I intend to go over it as far as possible.

Further cross-examination followed with regard to the sum paid for the cleansing of latrines.

Mr. Vaux: I put it to you that Mr. Brayfield put oil in these places and that you objected, because it destroyed its value for manure?—Witness: I did not object to Mr. Brayfield putting oil in the latrines.

In answer to further questions, witness said he did not see anyone with Mr. Brayfield when the alleged incident happened on the morning in question and the only other people present besides himself and defendant were the two pointsmen and the booking clerk.

Mr. Vaux: I believe that you used to be good friends with Mr. Brayfield a long time ago?—Witness: I am good pals with most people. Everybody is my friend.

And they (the passengers) give you your 'Cumshaw'?

His Worship: I do not think that is a fair question.

Mr. Vaux: I am prepared to prove it.

His Worship: I do not see how it affects the case?

Mr. Vaux: It shows provocation.

His Worship: He did not get one?

Mr. Vaux: He was refused recently and he knows why. I take it that if a man had provoked the defendant into using strong language it would effect your worship's decision, even if he was found guilty, if he had been provoked into it by this man.

Mr. Vaux to witness: Did you receive a New Year's present from Mr. Brayfield about the year 1921?—Witness: I received $10 from Mr. Brayfield when he came over by the last ferry.

After that year did you subsequently receive any presents from him?—No I never received any.

Has he told you why?—No he has not told me why.

Has he frequently told you to keep those latrines clean?—Yes he has frequently told me to keep the latrines clean, and so does everyone.

And did he not tell you that that was the reason why he refused to give you any more presents?—No.

Are you given any opportunities of keeping the place clean. Are you given any disinfectants?—Sometimes I use Jeyes' fluid.

Further close cross-examination on this point followed.

His Worship: This subject is getting very far away again. We are always drifting away.

Mr. Vaux: If he says he does not get enough to keep the place clean; then I will say it is not relevant, but if he says he does, then I submit that it is relevant.

Asked if it was enough, witness replied that he considered the disinfectant he received was sufficient for the purposes for which it was used.

Mr. Vaux to witness: Do you deliberately try to annoy Mr. Brayfield and others by keeping these latrines dirty?—No; but he deliberately tries to annoy me.

Do you consider your latrines are clean?—They are always clean.

I see you are wearing an ambulance badge. Are you supposed to know anything about sanitation?

His Worship: I don't see that whatever answer he gives will make the least difference. It does not lead anywhere.

Mr. Vaux: I think it does your Worship.

I cannot see how it does.

Mr. Vaux: I am trying to prove that he is so neglectful that it becomes almost deliberate of him to provoke. He wears an ambulance badge.

His Worship: That was probably got for other reasons. What was your ambulance badge for?

Witness: I passed it for first aid.

Mr. Vaux: I wondered if it had anything to do with sanitation.

His Worship: No.

Mr. Vaux to witness: Am I right in saying there are thirteen latrines in your station?

His Worship: Is it necessary to go into details of the latrines?

Mr. Vaux: I am only putting it to him that he has plenty of opportunities to create a nuisance.

His Worship: Is this leading us anywhere at all?

Mr. Vaux: Yes, your Worship.

Mr. Vaux: Are there thirteen latrines at your station?—Witness: There are thirteen latrines, 8 for the public, three for the station staff and two for Europeans.

Do you ever use disinfectant in any of these?—Sometimes.

His Worship: There may have been reason for complaints there, but your proper course was to write to the management of the Company, or if that failed to another authority. Whatever was the case, there was no excuse for what Mr. Brayfield is charged with.

Mr. Vaux: I am going to say that every reasonable effort has been made to get this altered.

His Worship: Did you write to the Colonial Secretary?

Mr. Vaux: No, to the Management of the Company.

His Worship: Your first step would be to write to the management of the Company and if you did not get any reasonable remedy from them, then your second step should have been to write to the Colonial Secretary. To go and call the stationmaster the name alleged is not the way to get a remedy in my opinion.

Mr. Vaux: I am going to put it that we have made every reasonable effort to obtain a remedy.

His Worship: You have not tried the Colonial Secretary.

Mr. Vaux: I am going to put it to you that it would do no good to write there. If you look up Mr. Whyte Smith's opening, you will se that this man was left in charge.

His Worship: It seems obvious that the thing to do was to write to the Colonial Secretary.

Mr. Whyte Smith interposed that when he referred to those in charge of the station, he implied that the management were responsible or in charge as much as the stationmaster.

A MATTER OF WORDS.

His Worship: The man on the station is in charge of the station and so is the Colonial Secretary ,so is the Governor and for that matter so is His Majesty. It is all a matter of words.

Mr. Vaux: Yes, it is all a matter of words, but I contend that the course taken by my client was the right course. He took a more effective and quicker course of remedy for stopping flies and mosquitoes than by writing to the Colonial Secretary. I submit that this man (the stationmaster) is keeping his place in a filthy condition, and it is the cause of a number of things.

His Worship: We will assume that it is so.

Mr. Vaux: It is not a remedy, but it is provocation.

His Worship: I don't think it is.

Mr. Whyte Smith: If it is of any help to my friend I am quite prepared to admit that something might have happened to make my friend's client angry. We will agree that he had something to make him angry.

His Worship going into the facts of the charge, said: I do not see that we are getting on. It seems to me that to say "D—— you stationmaster" was a little too much for anyone. It was practically provoking a breach of the peace. That is the whole substance of the charge.

In continuation of his argument, Mr. Vaux submitted that there was provocation for his client.

After further argument, His Worship suggested that the case might be met if Mr. Brayfield, by consent, agreed to be bound over to keep the peace for six months in his own recognisances.

Mr. Vaux intimated that his client was not willing to agree to such a course.

In further cross-examination by Mr. Vaux, witness said Mr. Brayfield did not tell him where he found the bottles and did not say he found them in the same place as he had found previous bottles.

Mr. Vaux: What words did he use to you?—Witness repeated the words that Mr. Brayfield was alleged to have said to him and added that after defendant said this he (defendant) walked away.

Witness admitted that complaints had been made to him that he was annoying people by making such a noise in his house. On that occasion he and friends were holding conversation.

In answer to Mr. Whyte Smith, witness said so far as he knew he had never been reported to the railway company management by anyone.

Mr. Whyte Smith continued to re-examine witness regarding points raised in connection with the latrines.

Mr. Whyte Smith: We have heard about these latrines for the first time?

His Worship: But not for the last.

Mr. Whyte Smith to witness—Can you tell me of any case where Mr. Brayfield has used crude oil at the station?

Mr. Vaux: Mr. Brayfield will say for himself in evidence that he has used crude oil at the station.

Witness: He has used crude oil everywhere, even in our rice pots and everywhere else.

His Worship: I think we have had enough of this witness.

After a further question or two by Mr. Vaux the witness left the box.

Corroborative evidence bearing out the evidence given by the stationmaster, regarding what Mr. Brayfield is alleged to have said to him at the station, was then given by the two pointsmen who were said to be present when it was uttered.

Mr. Vaux (after these witnesses had given their evidence): It has struck me since coming into court that their story was made up. It differs on various points.

His Worship: It is when witnesses agree on every point that one becomes suspicious.

Mr. Vaux: They agree on every point, except that they differ as to where they were at the time.

Lee Cheung (the Booking Clerk), said he was present when defendant came to the station on the morning of April 25th. He heard him say to the stationmaster "D—you stationmaster, you son of a—why don't you send your coolies to the foreshore to pick up these bottles."

Cross-examined by Mr. Vaux: Apparently defendant walked away immediately after saying this?—Witness: Yes.

Mr. Vaux: It seems from the evidence that after Mr. Brayfield had spoken these words he walked away.

This concluded the case for the prosecution.

Mr. Vaux asked permission to be able to recall any of these witnesses at anytime, the reason being that he had not had time as yet to prepare his case.

His Worship: Cannot we finish this case now and have Mr. Brayfield in the box and finish it off?

Mr. Vaux: I have not had time to take a statement from Mr. Brayfield yet and although I do not want to drag things out or put things in the way, I propose to call more evidence as well as Mr. Brayfield.

His Worship suggested that other evidence apart from that to be given by Mr. Brayfield was not necessary. Other evidence outside the substance of the charge did not matter. It seemed clear to him that Mr. Brayfield might have been very much annoyed but whether he had reason to be or not did not appear to him as being very relevant to the case.

Mr. Vaux said he thought it was relevant, and proceeded to give an example of why he thought so. He said if he had assaulted a citizen of Hongkong he thought His Worship would deal with him quite differently if he had received sufficient provocation from that citizen to commit that assault, than if he had not been given any provocation to do it.

His Worship held that the matter of provocation did not enter into this case and said there was a proper way of obtaining a remedy instead of doing what was alleged to have been done. Even supposing there was provocation, he did not think that was the right way to deal with it.

His Worship added that he thought this a suitable case for binding Mr. Brayfield over under the section of the Ordinance.

His Worship adjourned the case for a short time to allow Mr. Vaux to discuss the matter with his client.

Following the adjournment, His Worship asked: Is your client willing to be bound over or not?

Mr. Vaux: No, he is not. I want to ask your Worship's permission to have time to consider a point or two, because I am not certain that your Worship under this particular section has a right to bind him over.

Mr. Vaux then went on to deal with the section he referred to, from a legal point of view and dealt with the framing of the charge against his client. He said His Worship had been pleased to say that he did not think a breach of the peace had been occasioned and that His Worship did not propose to convict Mr. Brayfield on this part of the alleged offence. He, therefore, wanted time to consider the case in connection with its relation under summary conviction.

His Worship drew the attention of Mr. Vaux to other sections, referring to similar cases, under the Magistrates Ordinance, and said section 18 of the Magistrates' Ordinance 3 of 1890 gave magistrates very wide discrimination. His Worship said it seemed to him that there was a case to answer, even if it was brought under the section of trespass. He would ask Mr. Vaux to consider that also.

Mr. Vaux said if His Worship altered the charge to one of trespass there would be liberty allowed to call any witnesses on that charge, which would not be material on the charge of that day.

His Worship intimated that he thought there was a case to answer as regarding trespass, and he thought he should certainly convict on that charge, because he thought there was a case to answer there.

Mr. Vaux: As it stands at present I have my doubts as to whether your Worship would have the right to bind my client over at the present moment.

His Worship: I shall be prepared to hear argument about that when the case comes up for hearing again. I think the quickest procedure would be to finish the question of binding over, because if I convict on trespass it would come to binding over without need for argument.

Mr. Vaux said he should ask for a summons to be served.

His Worship said that this would not be necessary.

His Worship then adjourned the further hearing of the case until Thursday afternoon, when the case for the defence will be submitted.

A VISIT TO MACAO.

SOME HINTS FOR INDUSTRIAL HOME AT STANLEY.

When the Hon. Mr. D. W. Tratman (S.C.A.), the Hon. Mr. R. H. Kotewall and a number of Chinese gentlemen visited the Macao Industrial School this week, their inspection of the premises and the work being carried out there was so fruitful and satisfactory that they are confident that they have gained such knowledge as a result of their visit as will materially assist them in the completing of the final plans for the establishment of an Industrial Home at Stanley.

During their visit to Macao they made a thorough and systematic inspection of the institution there, both inside and out, and were very profoundly impressed by all they noticed. There are about 750 boys, all quite happy, and their studies include an elementary knowledge of Chinese—in which some of the boys have attained a fairly high standard of proficiency.—the learning of Portuguese, and in addition they receive instruction in music, physical culture, shoe-making, —which they do very well indeed,—book-binding, printing and carpentry.

Mrs. Tratman accompanied the party and she too was very much interested and impressed by what she saw.

At the Marine Court yesterday, before Lieut.-Comdr. G. F. Hole, R.N., Wong Hing, a trading junk master, was fined $5, or in default five days' imprisonment with hard labour, for mooring his junk inshore at a distance of less than 100 yards of low water mark.

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NOW SHOWING

ADJUSTABLE BABY CHAIRS

3 POSITIONS, HIGH, ROCKER AND CARRIAGE

$21.00 EACH

BETTER QUALITY WITH EXTRA LARGE PLAY BOARD AND BEADS

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BASE ROCKING CHAIRS

$38.00 EACH

WITH LEG REST ATTACHMENT

$55.00 EACH

MORRIS CHAIRS, PIANO STOOLS
CANVAS DECK CHAIRS, ETC.

INSPECTION INVITED.

LANE, CRAWFORD, LTD. [55

CONTINENTAL

SOLE AGENTS:
STEINLE & CO., SHANGHAI.
BORNEMANN & CO.,
HONGKONG—QUEEN'S ROAD, ASIATIC BUILDING.
CANTON—No. 17, TSU YUEN HA KAI. 95

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ALBERT SAMMONS

(Violin) ... ... With Piano

D1509 { CHERRY RIPE. / ARVA (Valse Mignonne).

WILLIAM MURDOCH

(Pianoforte)

D1506 { ARABESQUE IN E. / MELODY IN F.

AT

ANDERSON'S. [78

Powell

Telephone C. 4578.

"NESTA" & "BONSPIRAL" SPRING MATTRESSES

What is inside?

Hundreds of separate springs, each securely fastened making the mattress absolutely silent.

Padded hair and wool, with best quality tick and patent ventilation.

SIZES — 3', 3'6", 5' wide

Sheer Luxury Sleep Producers

AND YET THE PRICE IS VERY MODERATE.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "SARPEDON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 15th May.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 21st May, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th May, 1925. [2209

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA."

ARRIVED HONGKONG ON 15TH MAY, 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays, within the free storage period.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th June, 1925, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 15th May, 1925. [2210

HONGKONG AND TERRITORIAL ESTATES, LIMITED.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, "ST. GEORGE'S" BUILDING, No. 6, Connaught Road, on WEDNESDAY, the 20TH MAY, 1925, at 12 O'CLOCK NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 15th January, 1925, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 9TH MAY, 1925, until WEDNESDAY, the 20TH MAY, 1925, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 5th May, 1925. [2172

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at the Head Office, UNION BUILDING, Hongkong, on FRIDAY, 29TH MAY, 1925, at NOON, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1924, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from MAY 16TH to MAY 29TH both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.

Hongkong, May 8th, 1925. [2191

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-NINTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 29TH MAY, 1925, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1924, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from MAY 16TH to MAY 29TH, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.

Hongkong, May, 8th 1925. [2191a

THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTH-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING Hongkong, on FRIDAY, 29TH MAY, 1925, 12.20 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1924, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from MAY 16TH to MAY 29TH, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.

Hongkong, May 8th, 1925. [2191a

INTIMATIONS

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that AN EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Registered Office of the Company, QUEEN'S BUILDING, Victoria, Hongkong, on MONDAY, the 18TH DAY OF MAY, 1925, at 11 O'CLOCK in the FORENOON, when the subjoined Resolutions will be proposed as Extraordinary Resolutions, viz:—

"(1) That the Articles of Association of the Company be altered in manner following that is to say by the deletion of Article 17 and by the substitution therefor of the following Article namely:—

"17.—So long as the issued capital of "the Company shall not exceed "$6,000,000, no Member shall be "entitled to be registered as the Holder "of more than 8,000 Shares of the "Company. Should the issued Capital "of the Company be increased beyond "$6,000,000 the Number of Shares in "respect of which a Member shall be "entitled to be registered shall be "increased proportionately, but No "Member shall be entitled to be register "ed in respect of a fraction of a Share".

(2) That the authorised Capital of the Company (which is now $3,000,000 consisting of 60,000 Shares of the Nominal Value of $50 each the whole of which have been issued) be increased to $10,000,000 by the creation of 140,000 Additional Shares of the nominal value of $50 each ranking (subject as hereinafter mentioned) for dividend and in all other respects *pari passu* with the Shares constituting the Company's present issued Capital.

(3) That 60,000 of the said 140,000 New Shares be offered in the First instance (in the proportion of one new share for every old share held by them respectively) to the Members of the Company who on the 10th day of June, 1925, are registered in the Company's Share Register as the Holders of the said 60,000 Old Shares at a Premium of $10 per Share.

(4) That the aforesaid offer be made to Member by Notice specifying the number of new shares to which a Member is entitled. That a member whose registered address is situate in the Far East or his nominee shall pay for such new shares accepted by two instalments, i.e. One Instalment of $30 per New Share to be paid on or before the 15th day of July, 1925, and a further instalment of $30 per new share to be paid on or before the 15th day of October, 1925, and such Member or his Nominee who has not accepted and lodged with Company's Bankers the first instalment due on such new shares on or before the 15th day of July, 1925, will be deemed to have declined That a Member whose registered address is situate outside the Far East or his Nominee shall pay for such new shares accepted by Two Instalments, i.e. one instalment of $30 per new share to be paid on or before the 15th day of September, 1925, together with interest calculated at the rate of 6 per cent. per annum on the total amount then payable for the period from the 15th day of July, 1925, until the date of receipt of payment by the Company's Bankers and a further Instalment of $30 per New Share to be paid on or before before the 15th day of December, 1925, together with interest calculated at the rate of 6 per cent. per annum on the total amount then payable for the period from the 15th day of October, 1925, until the date of actual receipt of payment by the Company's Bankers and such Member outside the Far East or his Nominee who has not accepted and lodged with the Company's Bankers the first instalment due on such New Shares on or before the 15th day of September, 1925, together with interest as aforesaid will be deemed to have declined. The Directors shall have the right to reject any Nominee.

(5) That such of the said 60,000 New Shares as shall be accepted by Members both in and outside the Far East shall *vis-à-vis* the said 60,000 Old Shares rank for dividend as from the 15th day of July, 1925 to the extent of one half of the nominal value of such New Shares and as from the 15th day of October, 1925, equally with the said 60,000 Old Shares.

(6) That any of the said 60,000 New Shares which shall not be taken up by the Company's Shareholders in manner aforesaid and the remaining 80,000 unissued new shares may be issued and disposed of in such manner at such time or times and upon such terms as to ranking for dividend and otherwise as the Company's Directors shall in their absolute discretion think fit.

AND NOTICE IS HEREBY ALSO GIVEN that A Further EXTRAORDINARY GENERAL MEETING of the Company will be held at its Registered Office aforesaid on TUESDAY, the 2ND DAY OF JUNE, 1925, at 11 O'CLOCK in the FORENOON for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and confirming if thought fit as Special Resolutions the above mentioned Resolutions.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 10TH DAY OF JUNE, 1925 to WEDNESDAY, the 17TH DAY OF JUNE, 1925 (both days inclusive), during which period no Transfer of Shares can be registered.

Dated the 4th day of May, 1925.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.

2162]

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for The FIFTH EXTRA RACE MEETING to be held on SATURDAY, 30TH MAY, and MONDAY, 1ST JUNE, 1925 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.

Entries will Close at 12 O'CLOCK NOON on SATURDAY, 16TH MAY, 1925. [2163

INTIMATIONS

BY ORDER OF THE FIRST MORTGAGEES.

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTIES.

1.—Situate at VICTORIA in the COLONY of HONGKONG and known as Subsection 6 of Section A of Inland Lot No. 411, together with the Messuage or Tenement Erections and Buildings thereon known as No. 240, Queen's Road East.
Area: 987.40 sq. ft. Crown Rent: $19.85. Term of Crown Lease: 999 years from 15th day of July, 1855.

2.—Situate at KOWLOON in the said COLONY and known as Kowloon Inland Lot No. 354, together with the Messuage or Tenement Erections and Buildings thereon known as No. 55, Shanghai Street, Yaumati.
Area: 750 sq. ft. Crown Rent: $10.00. Term of Crown Lease: 75 years from 19th day of November, 1888.

3.—Situate at KOWLOON in the said COLONY and known as Subsection 4 of Section B of Kowloon Marine Lot No. 31, together with the Messuage or Tenement Erections and Buildings thereon known as No. 65, Shanghai Street.
Area: 716.66 sq. ft. Crown Rent: $1.64. Term of Crown Lease: 75 years from 25th day of June, 1875.

IN 3 LOTS
BY
MR. E. V. M. R. DE SOUSA,
Auctioneer,
AT
THE CHINA AUCTION ROOMS,
China Building,
ON
MONDAY,
THE 18TH DAY OF MAY, 1925,
AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to:—
MESSRS. JOHNSON, STOKES & MASTER,
Mortgagees' Solicitors,
Prince's Building,
Ice House Street, Hongkong;
or to
MR. E. V. M. R. DE SOUSA,
The Auctioneer,
China Building,
Queen's Road Central, Hongkong.
[2195

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

SITUATE at YAUMATI in the DEPENDENCY of KOWLOON and COLONY of HONGKONG and known as the Remaining Portion of Kowloon Inland Lot No. 623, together with the five Messuages Erections and Buildings thereon in course of construction.
Area: 7,175 Square feet. Annual Crown Rent: $34.25. Term of Crown Lease: 75 years from the 25th day of December, 1894.

IN ONE LOT
BY
MR. E. V. M. R. DE SOUSA,
Auctioneer,
AT
THE CHINA AUCTION ROOMS,
China Building,
ON
TUESDAY,
THE 26TH DAY OF MAY, 1925,
AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to:—
MESSRS. JOHNSON, STOKES & MASTER,
Mortgagee's Solicitors,
Prince's Buildings,
Ice House Street, Hongkong,
or to
MR. E. V. M. R. DE SOUSA,
The Auctioneer,
China Building,
Queen's Road Central, Hongkong.
[2206

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

FINALS OPEN CHAMPIONSHIP: SINGLES AND DOUBLES.

BOOKING will CLOSE at the PAVILION at 8 P.M., on FRIDAY, 15TH MAY, and OPEN at Messrs. MOUTRIE & Co., at 8.30 A.M., on SATURDAY, 16TH MAY.

It is hoped to play the FINAL SINGLES on 21ST MAY, and FINAL DOUBLES on 22ND.

The FINAL DOUBLES will be followed by the PRIZE GIVING. [2007

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).
Apply—
SECRETARY,
A. S. WATSON & Co., LTD.

2032

TO LET.

OFFICE in UNION BUILDING—TWO ROOMS on FOURTH FLOOR.
Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD.
[2173

TO LET.

COMFORTABLY FURNISHED ROOMS with Private Bath Room and Private Verandah with Good Board at Sulphur Baths, Wei-hai-wei. Houses stand in one of the Best Positions in Wei-hai-wei, Grounds with Good Tennis Court reaching down to the Beach and standing next to the Mainland. Golf Course Rooms with Board for One Person $220.00 per Month, Two in same Room $320.00 per Month, Rooms in Mat Bungalows with Malthoid Roof, also with Private Bath Rooms. $135.00 per Month with Board, Two in same Room $235.00 per Month.

A deposit of $100.00 is required on the Large Rooms and $50.00 on the Mat Rooms when booked.

Apply for same to
MRS. NIVEN,
Wei-hai-wei.

Telegraphic Address: NIVEN. [2168

INTIMATIONS

WATSON'S
Celebrated
DRY GINGER ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the **IMMENSE POPULARITY** it deserves.

"It has been repeatedly declared by travellers, tourists and others, that **WATSON'S DRY GINGER ALE** is **UNEQUALLED** by any similar product throughout the world.

"PYERIS"

SPARKLING MINERAL WATER

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially **Whisky**.

IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

ESTABLISHED 1841. [50

BIRTH.

COOPER.—At Shanghai, on May 8th, the wife of J. S. S. COOPER, of a son.

MARRIAGES.

DELGA—CHAVEGRANDE.—At Chateaurenault, France, on April 15th, M. DELGA, of the French Health Department, to MISS SIMONE CHAVEGRANDE.

HARVEY—HOLLAND.—At Shanghai, on May 9th, WILLIAM RHYS, son of Mr. H. R. HARVEY, of Bristol, England, to ETHEL MARY, elder daughter of Mr. and Mrs. H. H. HOLLAND, of London.

JACKSON—ALLEN.—At Shanghai, on May 7th, WILLIAM HENRY JACKSON, to CONSTANCE EDITH, daughter of Mr. A. W. ALLEN (deceased) and of Mrs. ALLEN, of Wimbledon, London, England.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 16TH, 1925.

POLITICAL "ALLIANCES" IN CHINA.

IT must puzzle the wisest heads in China to follow all the convolutions of the present maze of the country's politics, but there is one interesting item of news published in the Northern Chinese press relating to the affiliations of the Kuomintang, and especially to the attitude of Marshal CHANG TSO LIN towards the party, concerning which a discreet silence seems to have been preserved in the Canton Press. Everybody is aware of the "alliance" which has existed between the Fengtien and Kuomintang parties during the past four or five years. It will be recalled that when WU PEI FU'S star was in the ascendant, and Marshal CHANG TSO LIN, no less than SUN YAT SEN desired to see it eclipsed, the political world of China learnt with amazement that these two totally opposite characters had come to an agreement to co-operate in a military effort to suppress WU and establish in Peking a Government more to their liking. While Marshal CHANG with his great army was to swoop down upon Wu from the North, SUN YAT SEN was personally to lead "a grand military expedition" from the South, a thousand miles or more across country, to the Yangtsze Valley to attack Wu in the rear. SUN'S "grand Northern expedition" proved an utter fiasco. It got but a very few miles from its base at Shiukwan, and, in the absence of any serious threat in his rear, WU was able to drive CHANG'S forces back beyond the Great Wall. There the mortified War Lord of Manchuria speedily set about preparing to take his revenge. Somehow or other, SUN managed to convince him that "the grand military expedition from the South" was still a possibility, and so, two years later, when the opportunity offered for a renewal of hostilities between CHANG and WU, it was seen that the arrangement between CHANG and SUN still held good. Once more SUN talked largely about his "great military expedition to the North, but the failure to materialise it was even more complete than on the first occasion, though reports were published at the time to the effect that SUN had received large assistance from CHANG in the way of funds and war material. CHANG, this time, however, managed to accomplish his design without any practical help from SUN. WU'S forces were annihilated at Shanhaikwan, and for the time being, CHANG became the only RICHMOND in the field. We have heard little since concerning the "entente cordiale" between Mukden and Canton. Indeed, it was reported some time after the death of SUN YAT SEN that no message of condolence had been received from Marshal CHANG TSO LIN or any of his Generals, and the inference which was doubtless intended to be drawn from this was that the War Lord of Mukden had come to regard SUN YAT SEN and all his military pretensions with supreme indifference. What amount of truth there was in that report we do not know, but the attitude of Marshal CHANG TSO LIN towards the Party that the late Dr. SUN led, has just been revealed in a communication which the Mukden War Lord is reported to have dispatched to Mr. SUN FO (son of the late Kuomintang leader) in reply to a cable asking for "continued co-operation between the Fengtien and Kuomintang parties regarding the reconstruction of China." In his answer Marshal CHANG, after saying that he "deeply mourns" the death of Dr. SUN YAT SEN, and desires co-operation with the Kuomintang, proceeds to declare that this co-operation would seem to be quite impossible. "For the sake of the peace and welfare of the country" he "strongly opposes" the policy of the Communist wing of the Kuomintang—which at present holds the reins of Government in Canton." It is quite incomprehensible to us" how anybody could look for the co-operation of Marshal CHANG TSO LIN with the Kuomintang, seeing that the latter's attitude is one of open hostility towards the régime now existing at Peking of which CHANG is "the strong right arm." The so-called "triple alliance" formed for the purpose of accomplishing the downfall of the TSAO KUN—WU PEI FU combination had no basis other than a military basis, and since the task has been accomplished, there is an end to it unless the Kuomintang is prepared to come into line with the political schemes of the predominant partners. In the North it is expected that the Kuomintang will eventually join forces with the various militarists who are dissatisfied with the Peking administration and are aiming at a federation of the South-Western provinces, but the Communist wing of the Kuomintang is as likely to prove an element as irreconcilable in this group as in the other. It will be welcomed—if it is welcomed at all—only for the military contribution it may be able to make.

Lieut. G. O. Fawns, R.A., sailed for India on the S.S. *Talamba* on May 10th, on recruiting duty.

Mr. Brodie A. Clarke, a resident of Shanghai for more than 60 years, celebrated his 81st birthday last Saturday.

The American lawn tennis players left Hongkong for Shanghai on the s.s. *Empress of Canada* yesterday morning.

Lieut.-Col. C. M. Stephens, C.M.G., D.A.D.S.O., sailed for North China on the s.s. *Huichow* on May 11th, on inspection duty.

The return of notifiable diseases in the Colony for the 24 hours ended on May 24th shows 1 Hungarian and 1 Chinese case of enteric fever.

Mr. John van Antwerp MacMurray, the new American Minister to China, expects to leave for his post at Peking next month sailing on the s.s. *President Pierce* from San Francisco on June 21st.

A thief who entered the home of Mr. Carr at No. 17, Magazine Gap Road, on Wednesday evening, stole a gold watch and a silver ash tray, valued at $305. The articles had been left on a table in the bedroom.

Mr. W. W. Hornell, C.I.E., M.A., the Vice-Chancellor of the University, is leaving for Shanghai and the north to-day upon a mission in which it is expected a certain amount of business will be combined with pleasure.

A Chinese who was knocked down in Des Vœux Road Central on Thursday by a motor-cycle said to have been driven by Mr. T. L. Knight, an employé of the American Express Company, was removed to the Government Civil Hospital suffering from his injuries.

Among the passengers who left yesterday by the *Empress of Canada* were Mr. and Mrs. D. A. Purvis, Mr. and Mrs. C. Pryce, Mr. and Mrs. C. A. Hooper, Mr. and Mrs. H. D. Rose, Messrs. F. M. Crawford, G. Grimle, C. S. Gubbay, E. H. O'Farrell, and Grl Shank.

The Ministry of Communications at Peking appears to have taken drastic measures recently to ensure the fullest service of cars on the northern railways. Several high officials have been either dismissed or suspended for accepting bribes in connection with the allotment of cars.

The 5/2nd Punjabi Regiment held their annual athletic sports on the ground of the United Services Recreation Club at Kowloon yesterday afternoon. There was a good attendance and the meeting was very successful. The events included an open quarter-mile (British) and an open half-mile (Indn).

In connection with the impending departure of H.E. the Governor Sir Edward Stubbs, K.C.M.G., from the Colony on June 25th, arrangements are being made to hold a reception at the City Hall, when separate addresses are to be presented by both the European and Chinese sections of the community. The address from the Chinese section will take the form of a satin roll stretched on frames, bearing embroired Chinese characters expressing the sentiments of the community on whose behalf the scroll is presented.

THE TELEPHONE.

"Improvements in Sight"—*vide* Paper

The fact that the 'Phone shows improvements in sight
Is a statement uncommonly cheering;
But local subscribers would feel more delight
If it showed some improvement in hearing!

E.W.H.

S.S. "SARDINIA" DELAYED.

Messrs. Mackinnon, Mackenzie & Co. informed us yesterday afternoon that they had received a wireless message that the P. & O. steamer *Sardinia* had been delayed by fog on her voyage from Shanghai; in consequence she will not be able to sail hence until 4 p.m. to-day (Saturday).

The *Sardinia* is conveying a number of passengers and the English mail.

COMPRADORE'S UNION.

COMBINE TO UNITE DURING STRIFE IN CHINA.

At a well-attended meeting, held by the compradores of the local firms at the Chinese General Chamber of Commerce yesterday afternoon, it was finally decided to organize a "Chinese Importers and Exporters Compradores' Union" in order that steps should be taken at the next meeting to effect the loyal co-operation of the compradores during the continued civil strife in China, which is hampering trade in Hongkong and Canton. The general committee selected consists of the following: Messrs. Ho Sai Leung (Chairman), Ho Wa Tang (Vice-Chairman), Tam Pak Shiu (Hon. Treasurer), U Shi Wing (Vice-Treasurer), Cheung Shi Chun, Ng Kwok Hin, Yung Kwoon Man, Wu Ki Wan, Ho Sai Ki, Mok Tat Huen, Lo Shun Wing, Ching King Sin.

CARELESS WITH REVOLVER.

WATCHMAN'S FOOLISH ACTION ON "KUNG YIK."

As the steam-launch *Kung Yik* was travelling between Hongkong and Cheung Chau Island, yesterday, a Chinese watchman accidentally fired his revolver. He is said to have been examining it to see whether it was loaded, when he pressed the trigger—and as one of the chambers, at any rate was loaded, a shot rang out. Fortunately, no one was injured, but the occurrence naturally caused a good deal of alarm among the passengers.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SOVIET CONGRESS.

M. CHICHERIN IN REVIEW OF FOREIGN SITUATION.

Moscow, May 15th.

Reviewing the foreign situation at the Soviet Congress, M. Chicherin foreshadowed no new development. He had no use for the arms Conference at Geneva, which aimed at strengthening means whereby the powerful nations dominated the feeble, but he was willing to participate in the League Commissions, treating with technical and humanitarian objects and also the limitation of armaments.

He asserted that the creation of solid relations with Poland occupied the principal place in Soviet world policy.

READY TO NEGOTIATE.

M. Chicherin reiterated that the Soviet was ready to negotiate with Britain and assume all obligations, resulting from international relations.

Should the British Government point out that the Soviet was misusing diplomatic rights and that certain officials or persons were violating international engagements, the Soviet would do everything that might be demanded of it. But, if the British Government required the Soviet to stop all propaganda work in the Soviet Union, that meant that the Communist Party must cease to be Communist. Nobody could ever succeed in bringing that about.

The Soviet desired to regulate with France not only the question of the Tsarist debts, the solution of which he considered more possible than others thought, but also political questions. It was ready to negotiate with France, in regard to mutual claims.

FIGHTING IN MOROCCO.

FRENCH LOSSES SMALL IN BIBANE BATTLE.

Paris, May 15th.

A *communique* from Rabit states that the French losses in dislodging the tribesmen from the Bibane range yesterday, were small.

General Colombat's column continues cleaning up the Bibane region, while General Freydenburg's column is advancing westward. The latter had a sharp engagement, the Moors losing heavily. The French have captured a number of prisoners and a quantity of material.

The newspapers, in rejoicing at the successes in Morocco, mention that the French aeroplanes created havoc among the tribesmen with large new type bombs, made in wartime, which the armistice prevented being utilised.

The tribesmen, retreating from the heights of Bibane, were threatened with development and were obliged to march through ravines, where they were an easy target for the aeroplanes.

The newspapers state large reinforcements, drawn from all garrisons in France, will shortly be sent to Morocco, also a number of ambulance aeroplanes.

STRIKE IN DENMARK.

TRANSPORT WORKERS AT ALL PORTS AFFECTED.

Copenhagen, May 15th.

The strike, which started here on April 18th, has now extended to transport workers at all ports in Denmark.

EARLIER CABLES.

ARMS CONFERENCE.

OBJECT OF CONVENTION IS EXPLAINED IN COMMONS.

London, May 14th.

In the House of Commons, replying to a question concerning the British amendment of the Arms Conference, Mr. Austen Chamberlain, Secretary of State for Foreign Affairs, said that the object of the draft Convention was a general supervision of the armaments trade by giving it the fullest possible publicity through the medium of a licensing system.

That condition already existed in the case of warships whose construction and ownership were well known. Therefore, no increase in publicity could be gained by the application of the licensing system to such construction, whilst the execution of the provision would lead to serious inconvenience.

As regards aircraft, experience had shown the impossibility of formulating a satisfactory definition of military as opposed to civil aircraft, and he feared that the application of the Convention to aircraft designed exclusively for war would only lead to difficulties without achieving any useful results.

EXPORTS OF GOLD.

SHIPMENTS MADE BY BANK OF ENGLAND.

London, May 14th.

Mr. Winston Churchill, Chancellor of the Exchequer, replying to Colonel H. Day (Lab., Southwark Central), in the House of Commons, stated that since the removal of the embargo on gold exports, the Bank of England had exported £1,039,000 worth of gold and £729,000 in sovereigns.

LATEST CABLES.

CRICKET AT HOME.

RESULTS OF FIXTURES FROM WEDNESDAY TO FRIDAY.

London, May 15th.

Below will be found the results of cricket fixtures, commencing on Wednesday:—

At Lord's, Middlesex defeated Somerset by nine wickets.

Somerset scored 123 and 119. In the first innings Hearne obtained 4 wickets for 34; in the second, 5 for 17.

Middlesex, in their first innings, made 138, White obtaining 6 wickets for 43.

At the second attempt, Middlesex scored 108 for the loss of one wicket, Mr. J. W. Dale scoring 59 not out.

At the Oval, Surrey defeated Gloucestershire by an innings and 75.

Surrey, after making 416 for the loss of eight batsmen, declared. Hobbs scored 104, Shepherd (T.F.) made 51, and Peach (H.A.) 62.

[Note: The message at this juncture has a number of lines missing.]

At Worcester, the home team were beaten by Yorkshire by an innings and 17.

Worcester, in their first innings, scored 213, Pearson (F.) making 70.

Kilner obtained 5 wickets for 74.

Yorkshire replied with 295, Holmes (P.) making 71, Sutcliffe (H.) 55 and Oldroyd (E.) 53.

Rogers took 8 Yorkshire wickets for 85.

Worcester scored 65 at the second attempt, Macaulay taking 7 wickets for 20.

At Northampton, the home side defeated Hampshire by an innings and 52 runs.

Hampshire made 76 at the first attempt, Wright taking 5 wickets for 42.

Northampton replied with 211, towards which Jupp scored 64.

Hampshire's second innings totalled 83.

At Manchester, Lancashire won their match against Scotland by an innings and 74.

Lancashire scored 321, Hallows (C.) making 140 and Mr. L. Green 56.

Scotland replied with 52, R. Tyldesley taking 4 wickets for 3 runs and Parkin (C.H.) 4 for 28.

The visitors followed on and scored 195, Groves scoring 64. Parkin obtained 5 wickets for 49.

EARLIER CABLES.

GOLF TOURNAMENT.

CHARLES JOHNS IS WINNER OF "DAILY MAIL" PURSE.

London, May 14th.

At Hollinwell, Nottinghamshire, the *Daily Mail* £1,200 golf tournament, in which 100 of the best professionals in the British Isles competed, was won by Charles Johns, of Purley Downs, whose aggregate score was 293 for the four rounds.

Mitchell and Ray returned 295 and Duncan 300.

OBITUARY.

London, May 14th.

The death is announced of Sir Rider Haggard.

[With the death of Sir Henry Rider Haggard, K.B.E., the reading public of English-speaking countries throughout the world have lost a writer whose record is almost unique, in that he maintained his popularity at its height for a period of over forty years. A "Rider Haggard" novel was hailed just as eagerly in the closing stages of his career as when he burst into fame in the early 80's with "King Solomon's Mines." But it was not in the sphere of writing alone that Sir Rider Haggard distinguished himself. He was secretary in 1875, at the age of 19, to Sir Henry Bulwer, Governor of Natal, and two years later was on the staff of Sir Theophilus Shepstone, Special Commissioner in the Transvaal. With the late General Brooke, R.E., he formally hoisted the British flag over the South African Republic at Pretoria on the Queen's Birthday, 1877. He was Master of the High Court of the Transvaal in 1878, and took the post of adjutant of the Pretoria Horse in the following year. He became a Barrister of Lincoln's Inn in 1884, in the same year in which he published his novel "Dawn," which was followed a year later by "The Witch's Head" and his first great success, "King Solomon's Mines." This young man of many adventurous activities thus laid the foundation of his great career as an author at the early age of 29. He was born at Beadenham, Norfolk, on June 22nd, 1856, and was the 6th son of Mr. William Meybohm Rider Haggard, of Bradenham Hall. Apart from writing, his activities from 1901 until his death were numerous and many-sided. In 1901-02 he journeyed through England investigating the condition of agriculture and of the rural population, was appointed British Government Special Commissioner to report on Salvation Army Settlements, U.S.A., in 1905, and from 1906 to 1911 was Chairman of the Reclamation and Unemployed Labour Committee of the Royal Commission on Coast Erosion and Afforestation. For untiring public work during the late war he was created a K.B.E. in 1919, and at the time of his death was a J.P. for Norfolk and Suffolk, and Chairman of Justices of the Petty Sessional Division of Bungay. Sir Rider Haggard's younger brother, Major Edward Arthur Haggard, an officer with a fine record of soldiering extending from 1884 to 1904, and the founder of the Veteran's Corps, who also wrote novels, chiefly dealing with military life, under the pseudonym of "Arthur Amyand," also died recently.]

BLUE STAR LINE.

BRITISH YARDS OBTAIN BUILDING CONTRACTS.

London, May 14th.

As the result of prolonged negotiations, a contract worth £2,000,000 to construct eight refrigerator vessels for the Blue Star Line has been awarded to British yards.

Most influential Government personalities are reputed to have been working behind the scenes to save the contract, which last week seemed certain to go abroad owing to the disparity in British and foreign prices. It is understood that the difference was adjusted through the Blue Star granting a slight preference to the British builders, who quoted a sacrificial price.

MANGANESE IN RUSSIA.

NEGOTIATION WITH HARRIMAN FIRM SUSPENDED.

Moscow, May 14th.

M. Piatakov, President of the Supreme Concessions Committee, announced that the negotiations with the Harriman Firm regarding the manganese concessions are temporarily interrupted.

DAVIS CUP TENNIS.

DENMARK BEAT ROUMANIA AT ROEHAMPTON.

London, May 14th.

At Roehampton, in the first round of the Davis Cup tennis competition, Denmark beat Roumania by four events to one.

LATEST CABLES.

[*REUTER'S AMERICAN SERVICE.*]

GOLD FROM ARGENTINE.

SPECIE IN BANKS ONLY FOR EXPORT.

Buenos Aires, May 15th.

With reference to the decree, issued on May 12th, permitting the export of gold from The Argentine as from June 10th, enquiries show that the decree merely refers to gold held in banks. This amounts to only 2½ millions sterling. The decrease does not refer to the gold reserve, held in the Conversion Office which will remain closed.

SYNTHETIC OPIUM.

PRIZE OF $100,000 OFFERED FOR INVENTOR.

New York, May 15th.

Mr. Herman Metmetz, chemical manufacturer, is offering a prize of $100,000 for the invention of a process for producing synthetic opium. The price must be low enough to wipe out poppy-growing in India and China.

NEWSPAPER AMALGAMATION.

MR CYRUS CURTIS' LATEST PURCHASE.

New York, May 15th.

Mr. Cyrus Curtis, publisher of the Philadelphia *Public Ledger* is reported to have purchased the Philadelphia *North American*.

The two papers will shortly be amalgamated.

EARLIER CABLES.

GENERAL COTTON STANDARD.

AGREEMENT IS PRACTICALLY ASSURED.

Washington, May 14th.

It is understood that an agreement for the use of universal cotton standards by the Liverpool Cotton Association is practically assured as the result of recent negotiations between the Liverpool Association and the United States Department of Agriculture.

MISS ROCKEFELLER MARRIED.

POSSE OF DETECTIVES PRESENT AT WEDDING.

New York, May 14th.

Seventy-five detectives guarded Miss Abby Rockefeller's residence on the occasion of to-day's marriage between her and the lawyer Mr. David Milton.

The ceremony attracted thousands of excited spectators.

[The bride, one of the daughters of Mr. John D. Rockefeller, Jr., met her husband when he was briefed to defend her on a charge of rash driving of her car.]

A Chinese gentleman writing to a Tientsin contemporary expressing his objection to the publication of an unauthorised announcement regarding the approaching wedding of his daughter, says:—"You have put me in a very awkward position and all my friends have felt offended at not receiving an invitation from us. The fact was I have never sent out any invitation because I did not like my friends to spend money to buy presents. Only some of them, who knew it beforehand, forced their presents upon my daughter, so I have to thank them with a dinner. I wish you will kindly publish this letter in your paper that my friends may know my intentions." But will it not puzzle them to decide whether the writer of this reproof was not animated more by consideration for his own pocket than for the pockets of his friends? Incidentally the letter reminds us, by the way of contrast, of another Chinese family who issued, in English, a wedding invitation which unblushing intimated that "Mr. and Mrs. ——— request the presents of ——— on the occasion of the marriage of their daughter," etc. We wonder which of the two types of parents the average bride would prefer?

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE "DORIC" INCIDENT.

CHINESE ADMIRALTY OFFERS A SETTLEMENT.

Shanghai, May 15th.

As a result of negotiations over the *Doric* incident, the Chinese Admiralty has agreed to pay Tls. 2,000 to Mr. Lawson Hall, who was wounded when the crew of a Chinese gun-boat fired upon the Asiatic Petroleum Company's house-boat *Doric*, last Saturday.

The Chinese Admiralty has further agreed to withdraw the gun-boat.

TRANSFER OF SAGHALIEN.

JAPAN HANDS TERRITORY BACK TO SOVIET.

Tokyo, May 15th.

With the signing of the necessary protocols, and the installation of Mr. Shimada as acting Japanese Consul-General at Alexandrovsk, where a Consulate is being opened to-day the transfer of Saghalien to the Soviet is complete.

General Inouye embarked for Japan yesterday afternoon.

MEASLES IN JAPAN.

SEVERAL THOUSAND SUFFERERS IN NORTH-EAST.

Tokyo, May 15th.

A serious epidemic of measles is reported in North-Eastern Japan. There are several thousand sufferers, and seventy fatalities have been recorded.

POLITICAL SITUATION IN CHINA.

[FROM THE "DAILY BULLETIN."]

SITUATION AT NANNING.

AMERICAN CONSUL-GENERAL IN PROTEST TO WUCHOW.

Peking, May 14th.

Acting on complaints from Americans at Nanning, the American Consul-General at Canton has protested to the Foreign Commissioner at Wuchow against the action of the besieging troops invading the mission compounds and setting fire to the houses.

LOCAL SHOPS ROBBED.

JAPANESE IN PRAYA EAST ARE VICTIMS.

Several instances of robberies perpetrated on local shops in Praya East have come to light in police reports. The curious co-incidence about these affairs is that in each case the thief or thieves have victimised Japanese shops.

In one case the shop of J. Watanabe, at No. 60, Praya East, was visited and 27 pairs of chopsticks, made of ivory and valued at $30, were stolen.

At Horiuchi's shop at No. 54, Praya East, a haul of similar value was made; and at a third shop kept by Hamanaka at No. 20, Praya East, cloth belts, razors, knives scissors and cigarette holders, valued at $28.60 were stolen. It is thought that the thefts may have been committed by people who came into the shops as customers.

"COMMON BUT ILLEGAL."

EUROPEAN EMPLOYER SUED BY SERVANT.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, Mrs. V. Harris, of No. 2, Patell Villas, appeared in answer to a summons taken out by her cook boy for dismissal without notice and failing to pay one month's salary in lieu of notice.

Complainant said that he was told to purchase pork at the Dairy Farm on April 23rd. On his return his mistress refused to take the pork and ordered him to change it. This the Dairy Farm refused to do. He was paid his wages on the 4th May, but defendant had deducted the price of the pork. He was dismissed the same day.

Mrs. Harris said that the complainant was engaged on 17th February on a month's trial. She deducted two dollars from his wages in March but he continued working until May, when she deducted a further 50 cents for a piece of pork he had bought on April 23rd. The pork was not fit to eat. When she paid him $2.50 on May 5th he threw it on the ground and became abusive. After he went, she picked up the money.

His Worship said that the practice of deducting from servants' wages was very common, but it was illegal. Defendant would have to pay complainant $2.50 for work done in May and the 50 cents which she deducted for the pork. He, however, found that as the complainant was engaged on trial, no notice was necessary on either side.

THE PIRACY REPORT.

THE "OLD-TIMERS."

HOW THEY COMPLECATE THE SITUATION.

Discussing the latest Report on Piracy with a representative of the *Daily Press*, a well-known authority in shipping matters in Hongkong expressed the opinion that the crux of the whole problem was the maintenance of proper discipline on board the ships.

"I know it is a very difficult question," he said, "because the majority of the captains are old or worn out and they persist in carrying on in the old-fashioned way. The obvious solution is to improve the pay and general conditions and to replace these captains with younger and more efficient officers. But even so, what could we do with these men of the past generation? They have spent their lives in the service and, if they were dismissed from their present jobs it would be impossible for them to earn a living.

"However, in my view that is an aspect of the matter which ought not to concern us at the moment. The fact has been established that the pirates get to know those ships where discipline is lax and they are the ships which are singled out for attack.

"We perhaps ought not to blame the officers or guards as matters now stand for the conditions under which some of the ships operate are lamentable. Strict enforcement of the regulation will have some effect, but the position will never become entirely satisfactory until the service has been strongly re-organised.

"Something should be done in the way of providing a home for the "old timers," and they should be prevented from taking charge of a ship when it can be shown that they have outlived their period of usefulness. While they are always available and ready to step into any vacancy that occurs, no matter what the terms of employment may be, there will be no real improvement in the conditions of the China Coast and River Service. And until such improvements are effected we shall never get a sufficient supply of young, capable officers who may be trusted implicity in any emergency."

RIVER BOAT CONDITIONS.

APPEAL TO THE GOVERNOR.

"Sea Jay" writes:—

The Piracy Report in your paper is too long, and too out-of-date to deal with as a whole, but there is one matter, —in Para. 20, which with your permission, I should like to go into in detail, as, as the Commissioners state, it is "the crux of the whole matter, viz.: the maintenance of a proper state of discipline on ships plying in the Danger Zone"; not only there, but on the China Coast in general.

The Commissioners quote *in extenso* a statement made by the Naval Intelligence Officer dealing with the disgraceful conditions under which River boat officers are expected to work, and referring particularly to that iniqitous 24 hour clause, which is at the root of all the trouble in Hongkong boats. In this matter, the Naval Officer and the Merchant Service Officer are at one, as can be seen by referring to the report of the S.N.O., West River.

In Para. 21, the Governor of Hongkong writes "that these remarks"—of the Naval Intelligence Officer—"do not apply to the well run European-controlled ships . . . but the Chinese-owned vessels which carry British officers merely to comply with the conditions requisite to obtain registration in Hongkong."

En passant let it be carefully noted that it is the Governor who makes this statement, and not some subordinate, who, dolefully admits that these are the conditions but is powerless to alter them!

As there is so much ignorance in Hongkong on local shipping matters, let us at least try and get this one small point of River boat conditions clear, and see whether there is really any justification for that rather remarkable statement made by the Governor—which naturally would carry a lot of weight with the Commissioners. To begin with, what are "the well-run European-controlled" ships referred to? Let us assume the meaning to be ships under European management.

To my knowledge there is only one such company, viz., the Steamboat Co. Now there are 5 regular Canton and Macao Co.; 3 regular Kongmoon Cos.; at least 3 regular Wuchow Co.s In addition there are at least half a dozen other one-ship Cos., who alternate between the various River ports according to the amount of freight. We are therefore quite justified in saying that there are at least a dozen River boat Cos. operating out of Hongkong, all under the British flag and registered here. Of these dozen, only one is European controlled, in the sense of the management being European. All the rest are Chinese-owned, in the sense of being 100 per cent. Chinese owned, controlled, and managed.

If, on the other hand, we take "well-run European-controlled ships" to refer solely to the ships—regardless of management—which are European controlled, then the whole of the river boats belonging to the dozen, or more, companies, are in exactly the same category. There is no difference in law, or practice, between the Steamboat Co.'s vessels and any other Company's, which are licensed

(*Continued on next Column*).

PROBATE ACTION.

SUGAR PLANTER'S WILL.

In the Supreme Court yesterday, before the Chief Justice (Sir Henry Gollan) the probate action concerning the will of the late Mr. Chan Afong, in which Chan Chik Yui, brother of the deceased, is cited as defendant, and Chan Wing On is plaintiff, was continued.

Mr. Eldon Potter, K.C., with Mr. Elsley Zeitlyn (instructed by Mr. G. K. Hall Brutton) appeared for the plaintiff; Mr. F. C. Jenkin, with Mr. Thomas Addis (instructed by Mr. A. E. Hall) appeared for the defendant, and Mr. C. G. Alabaster, K.C. (instructed by Mr. Woo) was present on behalf of three executrixes of the deceased and also Chan King Yui, brother of the defendant.

During the fifth day of the hearing, yesterday, Mr. S. W. Tso, a local solicitor, gave evidence on Chinese law and usage concerning wills. Witness agreed with plaintiff's Counsel that it was not necessary for such a document as that in Court to be attested. Any document purporting to be a will, if it were in testator's handwriting, was a legal document. If a male member of a family had been neglected in the will he could contest it. Probably the village gentry, acting in an advisory capacity, would advise that the estate be distributed as the testators should have willed it.

Witness said that he understood all along that the late Mr. Chan Afong had no property in Hongkong. Mr. Potter objected to this going into the depositions as evidence. Mr. Jenkin suggested he was entitled to get evidence from plaintiff's own witness as to reputation, but His Lordship ruled against him.

Further evidence as to the wording of the documents, and to the effect that the will was perfectly legal was given by Mr. Tso. His Lordship adjourned the case until next Wednesday morning.

to carry passengers on any of the rivers out of Hongkong. They are all European controlled to precisely the same extent, *i.e.*, by British officers and engineers.

So far, then, the Governor's statement seems only to be emphasising that which is merely a distinction without a difference, and that is, I believe, actually the position. It is only if we assume that the statement is meant to emphasize the difference between the well-run European owned ship and the badly run Chinese-owned ship that there is any handle at all for the Commissioners to catch hold of. This they promptly do in the next Para., where they coolly put the onus of improving conditions in the Chinese-owned ships on to "the Guilds concerned"!

We may at once acquit the Commissioners of any misplaced, or sardonic sense of humour, and acknowledge that it is only ignorance of local conditions, and the Chinese owner, which leads to such a fantastic, not to say fatuous suggestion!

We can sum up now by admitting that the Governor's statement that the N.I.O.'s remarks "do not apply to the well-run European controlled ships" is perfectly correct as far as it goes.

But it loses most of its point when we realise that the number of vessels controlled by the Steamboat Company is a mere half dozen, while those under Chinese ownership are at least 24.

Not only does the statement lose most of its point, but, when made to a body of men who are entirely innocent of any practical knowledge of local conditions, it is misleading.

It is, I think, a matter of fairly common knowledge amongst the masters and officers who have dealings at the Harbour office here, that the officials with whom they come into contact, have a very clear idea of the difficulties with which such masters have to contend in their dealings with the great majority of Chinese owners.

Furthermore, unless my information is entirely wrong, the same officials have done their best to sweep away, or mitigate, the more glaring of the abuses which cause these difficulties. Yet in spite of the long-extended efforts of the men who know the conditions through daily contact with masters of the local vessels, practically nothing has ever been done. The abuses still exist, and, if anything, are increasing, as the owners begin to realise the powerlessness of those in office, with whom they come into contact.

If it should happen that the reason why nothing has been done to improve conditions for the sea-faring man in Hongkong, or to make it impossible for "Chinese owners to carry British officers merely in order to comply with the conditions requisite to obtain registration in Hongkong"—and, incidentally the protection of the British Flag and Navy—is that there is a block in the pipe that leads from the Harbour Office to the Fountain Head, then it would be a very gracious act if the Governor would make it a point in the short while still remaining to him here, to look into the matter in direct consultation with those of his officials who have special knowledge of shipping in Hongkong. If this could be done, it is a foregone conclusion that the Governor, with his power of seeing many aspects of a question, would very soon be convinced of the weaknesses in the present Shipping Act, which are acting as a hindrance to any improvement in conditions of shipping on the China Coast from the point of view of the personnel.

STATE EXPRESS Cigarettes have always been regarded as the unsurpassable best—a record which is substantiated by many smokers who have enjoyed State Express 555 since their inception over 30 years ago.

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, April 13th, 1925.

LARGE-BRIMMED PICTURE HATS.

It is impossible to think of Spring without associating immediately in the mind the name of Jeanne Lanvin. Lanvin is, one might say, a synonym of Spring. Her ideas are all youth and grace and the light-heartedness that goes with the Springtime of the year. She works in joyous materials and joyous colours and creates lines that have all the care-free spirit of youth about them. Lanvin, too, stands for extreme personality in dress, and she is proving this once more by creating large-brimmed picture hats for wear with her Spring dresses when all the world of women are going about with their shingled heads tucked away into small, brimless shapes that look as though they had transformed the family pudding basin into a hat at the last moment. Lanvin's new hats are large sailor affairs, and they have brims from two to seven or eight inches across. Such models are intended for sports wear and for wear with the street ensembles, but there are others, which have brims that are anything from eight inches to a foot across, that are intended for wear with the more "dressy" frocks. Most of these hats are made of black straw (another personal note of Lanvin's when *tout Paris* is preparing felt headgear for the Spring) and the slightest of ornament is added as trimming—a quill or feather motif placed aslant on one side, a single flower or a decorative motif.

ORIGINAL NOTE IN SKIRTS.

The skirts are another original note in this house. Most of the sports skirts are slit in wide panels and faced with contrasting colours. The same idea is carried out with the afternoon and evening dresses with the difference that instead of pleats, the skirts are slashed into long fringes and then lined with a bright colour. The effect, of course, is one of perpetual movement and changing colour and one altogether suited to the bright mood of Spring. Still another note of originality is due to the fact that, whereas, most designers are concentrating all the fullness in their skirts to the front and leaving the back perfectly plain, Lanvin is placing hers in equal proportion all round.

QUAINT LOW POCKETS.

The seven eights length coat is shown more than the straight-back coat so prevalent elsewhere, and a concession to English tailoring is obvious in the cut and general outline. Kasha and tweed are the materials mostly used and to make it possible to add a note of individuality to each coat or suit, the most original of trimmings have been thought out, that take the form of collar, cuffs and facings. Of these, pheasant, monkey, leather, ciré and leather appliqué are but a few. Pockets set low down on the skirt are another quaint feature of Lanvin's suits. It is not only on her coats and suits that Lanvin is giving form to original ideas in the matter of collars and cuffs, for some of her other dresses show the quaintest possible effects. One is that of a collar set on backwards, so that the front shows an unbroken line, and where the two ends meet at the back, there is a perky bow and long ends to finish them off, for all the world as though the wearer had got into her dress back to front. Lanvin, because she makes for youth and youthful ideas, has always realised that nothing creates the effects she aims at better than streamers and makes unlimited use of them. This season she is using them as much as ever, hanging long ribbons from the neck, the sleeves and the shoulders or dresses till they touch the hem. Another idea of hers is the loose, flowing sleeve.

EMBROIDERY IN DOTS.

The materials for purely Spring frocks Lanvin is working mostly in are the printed chiffons and muslins, the crêpe georgettes and similar fabrics that Rodier and Bianchini have showered on the world this season. Some of these show floral designs, others cubist motifs that are a riot of circular contortions, and discreet patternings that are more an echo than a design in themselves. Lanvin is also resorting to embroidery to a certain extent, mostly embroidery that shows patterns in large and small dots and graduated circles, much of this being used in pyramid forms as trimming.

For the period frocks in which she specialises more perhaps than anyone else, Lanvin is using organdie for the day frocks and mousseline de soie and taffetas for the evening ones, and, as usual with these, she is making use of the idea of scallops a great deal. There is a notable prevalence of green among the colours, green in unusual shades of chartreuse, tilleul (linden), also white and all flesh shades. The only time when Lanvin really follows in line with her other sister and brother designers of Paris is in the matter of evening gowns and wraps for these she is making of gorgeous materials and trimming less gorgeous materials such as crêpe Georgette, Marocain, and so on with dazzling brilliant effects, amongst which are gold appliqué, embroidery worked in a host of brilliant-coloured silks and small bits of flashing mirrors. Many of her Spring evening wraps, instead of being made of velvet or lamé, are made of fulgurante or satin and, in order to lend them that essential air of brilliance, trimmed with collars of lamé or fur.

VIVID COLOURS FOR YOUTH.

Another designer who always aims at youthful effects in her creations is Lucile. Her Spring collection this year is a perfect riot of youthful effects both in line, in detail and in colour. Above all in colour is Lucile's collection spring-like, for she is using the most vivid colours of the palette and, more than this, she is taking two contrasting colours and putting them into the same dress or suit. An example of this colour whim of hers is a red ottoman silk evening coat that is embroidered in white, black, and beige, and finished with a deep fringe of gold. It is worn with a black mousseline de soie evening gown, the ensemble effect being carried out by means of embroidery on the bodice worked in white, black and beige to match that on the coat, a fichu which ends by becoming a panel down the back being treated in the same way. Lucile has also obtained some stunning effects in black and white.

STRAIGHT SILHOUETTE.

As to line, Lucile keeps to the straight silhouette, but introduces so much variety with panels, pleats, tunics, ruffles and flounces that it would be hard to say, when she has finished with a frock, where the straight line begins and where it finishes. Still, so cleverly is all this extra detail added that the slim, impeccable silhouette is conserved and an unlimited amount of movement added as well, so women who will wear Lucile's frocks during the Spring and Summer months to come, will have nothing left to do but call down blessings on her head for having conserved for them the two essentials of life—the straight silhouette and width that allows for a healthy freedom of movement.

VOGUE OF FELT HATS.

As to hats, there is no great change in the shape, the little close-fitting form remaining ever the one which women cling to as to their life itself. But there will be a change in materials employed this season, felt will be worn extensively, also mixtures of silk and straw and all of the transparent straws, such as crinoline and light tagal, and, also, all the oriental straws, such as Bangkok. The lines will be less hard and flowers will be used far more than in the past as trimming. Many of the hats show crowns entirely covered with flowers, others, those with the wide brims (the rare few there are) show an under-brim that is a billowing mass of lace frills. And, as with dresses, so with hats, there will be a predominance of youthful effects. The small, close-fitting shape will remain, but it will be seen in youthful, becoming lines and it will be trimmed with ribbon and floral motifs less hard than those which milliners inflicted on us during the Winter months. Beige in the loveliest possible shades of café au lait, creole and deep cream will be the shades chosen for many of the simple felt hats, and these will be trimmed with satin ribbon in a deeper shade twisted up into smart shapes. I was lunching at Ciro's last week, and noticed that nearly every woman in that smartest of *rendezvous* had topped her coat with a simple little hat of this sort. Amongst the many hats in the beige shades I have just mentioned, I noticed quite a number in the new Pervenche blue colour. I found this quite unusual and effective, but thought it would be rather trying to wear except by women with impeccable skin and colouring. Scarves to match the hats were worn almost invariably. Mrs. Nash, the woman who styles herself "the best-dressed woman in Europe," was there lunching with the Marquis de Medici, and she, too, was wearing a turn-out, hat and all, in one of the soft, becoming beige shades. Also in the assembly was the Aga Khan, but I am sure neither the colour nor the shape of his hat would interest my readers, so I shall not go into greater details than to remark that he was certainly the best-dressed man in that congregation of well-dressed men and exquisite women.

WEATHER REPORT.

May 15th at 17.40.—Pressure has decreased slightly at the majority of stations reporting. Depressions remain over central Japan and Hongkong.

Hongkong rainfall for the 24 hours ending at 18 hours, May 15th 0.0 inch. Total since January 1st, 22.02 inches, against an average of 16.20 inches.

The forecast for the 24 hours ending at 18 hours, May 16th is as follows:—

District	Forecast
Formosa Channel ...	S. winds, moderate.
Hongkong to Gap Rock	S. and S.W. winds, moderate, squally: fair to showery.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 15th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer ...	29.74	29.70	29.66
Temperature ...	86	73	85
Humidity ...	62	91	69
Wind Direction...	W	WSW	WSW
,, Force ...	2	1	2
Weather	B	O	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 14th ... 86
Lowest open-air Temperature on 15th ... 77

HONGKONG TIDE TABLE.

From May 16th to 22nd, 1925.

Days of Week.	Days of Month.	High Water. H'kong. Standard Time.	Height.	Low Water. H'kong. Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Satur.	16	m 6 4	4 5	m 9 44	4 1
		4 9 a	5 6	11 33 a	1 4
Sun.	17	m 6 37	4 9	m 11 14	3 7
		5 29 a	5 5		
Mon.	18	m 7 4	5 3	m 0 18	1 6
		6 26 a	5 4	0 23 a	3 1
Tues.	19	m 7 30	5 7	m 0 55	1 8
		7 35 a	5 4	1 31 a	2 5
Wed.	20	m 7 57	6 0	m 1 28	2 0
		8 27 a	5 2	2 16 a	1 9
Thur.	21	m 8 25	6 3	m 1 59	2 2
		9 17 a	4 9	2 57 a	1 4
Fri.	22	m 8 52	6 6	m 2 29	2 5
		10 6 a	4 7	3 37 a	1 1

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"Never a moment sick"—wrote a doctor to us about his son, Hugh—"I would like everybody to know the value of Glaxo and use it."

Give your baby Glaxo—the food the doctors give to their own babies—the food that builds firm flesh, plenty of bone, and a strong constitution. *Ask your Doctor!*

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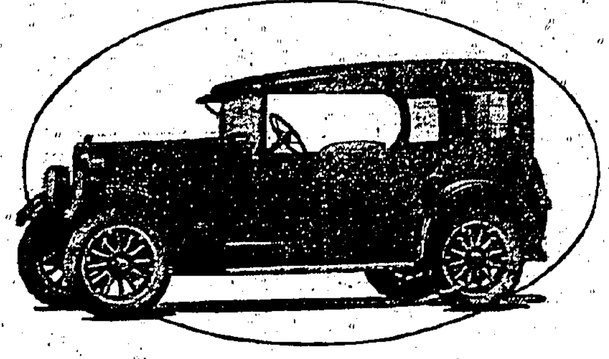
HONGKONG HOTEL GARAGE

THE NEW

STUDEBAKER

1925 1925



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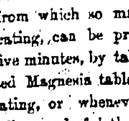
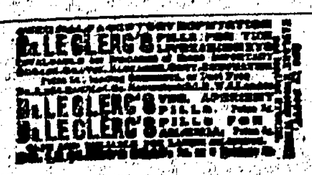
The Sign of the Genuine  See it on every Package

[92



NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

FROM NEW YORK.

THE Motor Vessel "CLYDEBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 20th May, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 27th May, 1925, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 20th May, 1925, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD., General Agents.

Hongkong, 14th May, 1925. [2208

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "CYCLOPS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

The Cargo will be ready for Delivery from Godown on and after 13th May.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon, within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 19th May, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th May, 1925. [2202

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CINEMA NOTES.

QUEEN'S THEATRE.

"The Fatal Hour," a Metro drama of intrigue and adventure, will be the feature at the Queen's Theatre for three days beginning from to-day. It is based on the British stage success, "The Marriages of Mayfair" by Mr. Cecil Raleigh. The all-star cast includes Thomas W. Ross, Wilfred Lytell, Frank Currier, Gladys Coburn and others.

WORLD THEATRE.

"The Eleventh Hour," Bernard Durning's production of Lincoln J. Carter's exciting melodrama, in which Shirley Mason and Charles Jones are seen together, comes to the World Theatre for four days' run commencing to-morrow. In one of the daring scenes, Charles Jones swings head foremost from a ladder suspended from a flying hydroplane and catches Shirley Mason up in his arms from a motor boat as he speeds by her.

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English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak S.W.2, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CHEMISTS.

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FIFTY YEARS HENCE.

SURPRISES SCIENCE HAS IN STORE.

SEEING BY TELEPHONE.

What will the world be like fifty years hence? Mr. H. Gernsback, the Editor of *Science and Invention*, presents a remarkable picture in the following article:—

The remarkable thing about the scientific prophet is that, as a rule, his wildest flights of imagination have proved absolutely inadequate.

When Jules Verne wrote his prophetic books he was ridiculed. He "invented" the submarine, almost down to the last nut and bolt. He even had it propelled electrically. But when his story first appeared, it was held that the device was impossible. Twenty years later his prophecy had been fulfilled.

When we look back fifty years, it is amazing to note the tremendous progress made by electricity. Fifty years ago there were no telephones, no electric light, no moving pictures, no electric trams or trains. Wireless telegraphy fifty years ago would have been regarded as preposterous. The suggestion to send a picture from New York to London through the air without wires would have called forth a storm of ridicule.

SOLVING THE TRAFFIC PROBLEM.

How will the world look to us fifty years hence?

In most cities transportation has become almost intolerable. It seems that it will be necessary to have streets arranged in such a way that the various kinds of traffic can be taken care of in a more adequate manner than is possible to-day. Every city will probably have a so-called belt line, the top level of which will be for light passenger vehicles, motor-cars, and so on.

There is no doubt that all of these will be propelled eletrically. A wire line will give power by radio, not only to motor-cars, buses, and so on, but will serve to propel pedestrians as well. Each pedestrian will roll on electric skates. An insulated wire running from the skate to the head or shoulder of the skater will be sufficient to take the power from the radio line, and we shall be propelled electrically at a pace at least four or five times as fast as we walk to-day.

Underneath the first level we shall have the electric railway. This, however, will attain much greater speed than we know to-day, due to the different manner of construction, as well as to better track and other vital elements of construction. Below the railway we shall probably have continuous moving platforms. There will be three such platforms alongside of each other. The first will move at only a few miles an hour, the second at eight or ten miles an hour, and the third at twelve or fifteen miles an hour.

GROWING CROPS BY WIRELESS.

Fifty years hence our scientists will have solved the problem of controlling the weather, at least so far as our cities are concerned. Huge high-frequency electric current structures placed on top of our largest buildings will either dispel threatening rain, or, if necessary, produce rain.

The question is often asked. "What effect do wirless stations have on living beings and on plants?" At the present time, there is practically no effect, for the simple person that the stations send out a very small amount of power.

Fifty years from now, with super-radio stations generating millions or billions of kilowatts, the situation will probably change. By that time the high-frequency currents will have become sufficiently powerful to have a vitalizing effect on every human being. Our crops and plants will grow from two to ten times as quickly and the crops will be more productive.

HOUSES LIKE THERMOS FLASKS.

Certain experience upon insects and small animals have also shown an increasing growth tendency under such electrification. If constant electrification increases the growth of plants ten-fold, it is not impossible that the effects on animal life and upon human beings may be analogous. Under constant electrification it may be possible, a hundred years from now, that a child of six will be mentally and physically equal to the youth of eighteen to-day.

The future city will receive its power by radio from distant water-falls, or from sunlight power plants. Tremendous quantities of energy are going to waste to-day, all of which could be collected and sent to our large centres by wireless. Sunlight power plants will be sufficient to take care of the power for office buildings and small manufacturing shops.

The tops of our tallest buildings will be flat and glass-covered. They will have platforms on which all kinds of aeroplanes, or even the trans-Atlantic planes of the future, will land.

SEEING BY TELEPHONE.

In the winter all of our buildings will be warm, and in the summer they will be cool. The future buildings and houses will be built on the principle of a Thermos flask. Each wall will be double, and the space between the walls will be filled with cork or some other poor heat conductor.

Fifty years hence we shall not use electric bulbs which waste over 98 per cent. of the energy put into them we shall have cold light, and we shall utilize nearly all the energy, instead of throwing most of it away in wasteful heat.

Films by wireless? Why not? You will be able to have a moving picture produced in some central plant and projected in your home, the pictures being sent by radio and received and projected upon your screen.

Fifty years hence we shall surely have the "telephot," whereby we shall be enabled to see each other over the telephone, instead of being satisfied with the voice, as we are to-day.

PARIS STUDENTS' RIOTS.

PARTY CAPITAL SAID TO BE TO BLAME.

The Paris correspondent of the *Times*, in a communication to his paper on April 1st stated:—

The demonstrations of the Royalist students at the Sorbonne and the suspension of the Dean of the Faculty of Law, which followed them, have been inflated by the Opposition parties into a big political issue. The debate on M. Ybarnégaray's interpellation on the subject, which led to a regrettable scene in the Chamber yesterday evening, was continued in a night sitting, and it was after three in the morning before a resolution was passed deploring the intrusion of politics into university affairs and expressing confidence in the Government.

It must strike any ordinary person as ridiculous that, at a moment when France is faced with so many graver problems, Parliament should have to waste six hours of its time on a subject of such trivial importance. It cannot increase the general respect for French politics.

The blame for giving the whole incident wrong proportions rests with the extremists of the Opposition, who seem determined to use any triviality as a pretext for working up feeling against the Government. Out of the Sorbonne incident they have extracted three separate lines of attack. They accuse the Minister of Public Instruction of political favouritism for appointing M. Georges Scelle, a personal friend of his, to a post at the University. They next accuse the police of brutality towards the student demonstrators—the Government, of course, is again to blame. Finally they hold up the suspension of M. Berthélemy, Dean of the Faculty of Law, for not keeping his pupils in order, as an unwarranted excess of disciplinary authority.

M. Scelle's appointment may have been a mistake and the Government may have gone too far in suspending M. Berthélemy, but it is folly to make this the starting point for a new campaign of political agitation and a new cause of unnecessary disunion in the State. In suspending M. Berthélemy the Government certainly seems to have committed a tactical error, since it has made him the object of demonstrations of sympathy which are capable of being exploited against the Government. The Professors of the Faculty of Law have sent him a letter of sympathy, and the General Association of Paris Students has called a two-days' strike of the students of all faculties and has invited the students of all the other universities in France to follow their example.

A crowd of over 1,000 students assembled this afternoon in front of the house of M. Berthélemy in the Rue Jean Bart. A small deputation entered and presented him with the students' address, signatures to which have been collected during the last few days. Afterwards the students walked back quietly, without forming a regular procession, to the Faculty of Law, where an announcement on strike procedure was made to them.

At present the students are taking themselves seriously, perhaps a little too seriously for the Quartier Latin. There was no cheering this afternoon, and word has been passed that no cries of political character should be raised. The proposed "monome," the classical form of students' demonstration, in which those taking part march in Indian file, each with his hand on the shoulder of the one in front, was abandoned owing to the fear that it might provoke disorder. One would have preferred to have seen a little more irresponsible gaiety and less trade union solemnity. Posters and handbills, which are plentiful, are drafted on the approved model of strike appeals even down to the use of the word "comrades."

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI via SWATOW	"YUSANG"	Sunday,	17th May, 10 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday,	17th May, 8 a.m.
SHANGHAI via SWATOW	"WOSANG"	Tuesday,	19th May, 10 a.m.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday,	19th May, Noon.
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Wednesday,	20th May, 10 a.m.
SANDAKAN	"HINSANG"	Wednesday,	20th May, Noon.
TIENTSIN	"CHIPSHING"	Thursday,	21st May, 7 a.m.
KOBE via AMOY & MOJI	"NAMSANG"	Friday,	22nd May, 7 a.m.
SHANGHAI via SWATOW	"LOKSANG"	—day,	22nd May, 10 a.m.
STRAITS & CALCUTTA	"LAISANG"	Friday,	22nd May, 3 p.m.
MANILA	"LEESANG"	Saturday,	23rd May, 3 p.m.
SHANGHAI via SWATOW	"TINGSANG"	Sunday,	24th May, 10 a.m.
BANGKOK via SWATOW	"HOPSANG"	Tuesday,	26th May, Noon.
TIENTSIN	"CHEONGSHING"	Sunday,	31st May, Noon
STRAITS & CALCUTTA	"KUMSANG"	Thursday,	4th June, 3 p.m.

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HONGKONG—HAIPHONG LINE	EVERY SUNDAY From Both Ports
HONGKONG—BORNEO LINE	EVERY FORTNIGHT
HONGKONG—TIENSIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

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"GLENBRG"	28th May	"GLENAPP"		30th May
"GLENTARA"	14th June	London, Rotterdam and Hamburg.		
"GLENSHIEL"	25th June	"CARMARTHENSHIRE"		11th June
"PEMBROKESHIRE"	9th July	London, Rotterdam & Hamburg via Oran.		
		"CARNARVONSHIRE"		20th June
		London, Rotterdam & Hamburg via Oran.		

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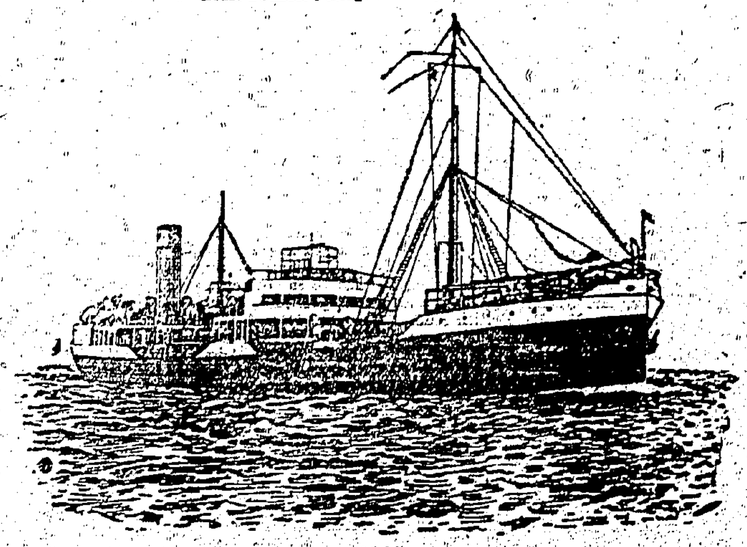

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R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG. [82

SHIPPING NEWS

ARRIVALS.

May 14th.

Apoey, British str., 1,776 tons, Capt. W. Anderson, from Saigon, with a general cargo and rice, lying at buoy No. A8.—Wo Fat Shing.

Baharein, British str., 334 tons, Capt. O. B. Wilks, from Hoihow, with a general cargo, lying at Stonecutters. —Wa On S.S. Co.

Bolmir, Norwegian str., 841 tons, Capt. A. Hnaland, from Saigon, with a cargo of rice, lying at buoy No. C16. —K. Larsen & Co.

May 15th.

Dakar, Norwegian str., 761 tons, Capt. Solum, from Bangkok, with a general cargo, lying at buoy No. C41.—Thoresen & Co.

Hoi Nam, Portuguese str., 484 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at Saikong wharf.—Kwang O S.S. Co.

Kasaro, British str., from Canton, lying at buoy No. C56.

Kwanglee, Chinese str., 1,468 tons, Capt. G. L. Crawford, from Shanghai, with a general cargo, lying at C.M.S.N. wharf.—C.M.S.N. Co.

Kyokuto Maru, Japanese str., 2,711 Capt. C. Hikichi, from Chinwangtao, with a cargo of coal, lying at Lai-chikok.—Dodwell & Co.

Sarpedon, British str., 6,921 tons, Capt. J. N. Williamson, from Liverpool, *via* Straits, with a general cargo, lying at Holt's wharf.—B. & S.

Sicilia, British str., 4,171 tons, Capt. R. Harrison, from Singapore, with a general cargo, lying at Kowloon wharf.—Mackinnon, Mackenzie & Co.

Tjimanuek, Dutch str., 3,510 tons, Capt. D. Pals, from Batavia and Balikpapan, with a general cargo, lying at buoy No. A10.—J.C.J.L.

West O'Roma, American str., 3,343 tons, Capt. R. Wilson, from Shanghai, with a general cargo, lying at buoy No. B50.

Yingchow, British str., from Canton, lying at buoy No. B7.

Yu Sang, British str., from Canton, lying at buoy No. B32.

CLEARANCES.

May 15th.

Ajax, for Manila.
Chipshing, for Canton.
Hai Ning, for Swatow.
Halvard, for Saigon.
Hengta, for Chefoo.
Kiangsu, for Amoy.
Kwanglee, for Canton.
Mikesan Maru, for Takao.
Sicilia, for Shanghai.
Taiszema, for Kwang Chow Wan.
Takliwa, for Singapore.
Tjikarang, for Shanghai.
Tjikini, for Macassar.
Toto Maru, for Haiphong.
Toyo Maru No. 3, for Shimonoseki.
Yejun Maru, for Canton.
Yingchow, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. *Sarpedon*, on May 16th:—Mr. Baker, Mr. F. A. Cordeiro, Mr. S. Hart, Mr. G. O'Connor, Miss C. A. Porterfield, Mrs. Robinson and two children.

Per s.s. *Sicilia*, on May 15th:—Mr. and Mrs. R. E. Markley, Mr. P. C. Mahanwalla, Mr. A. N. Mahanalla, Mr. G. K. Choksi, Mr. Ho So, Mr. Y. S. A. Kadar, Mr. and Mrs. Portugal, Mr. B. C. Venishanker, Mr. C. B. Spofford, Mrs. C. Evans, Mr. Yen Hao Ching, Mr. Kao Tsung Foo, Mr. T. Buichard, Mr. A. L. Loya, Mr. Ohtorie, Mr. T. Ikeda, Mr. S. Tode, Mr. and Mrs. M. Nakao and infant.

DEPARTURES.

Per s.s. *Empress of Canada*, on May 15th:—Mr. R. G. Andrewartha, Mr. W. F. Barfoth, Mr. H. Busch, Mr. J. B. Bruce, Mr. E. M. Burian, Mr. D. Barlow, Mrs. S. G. Chapman, Mrs. T. O. Collins, Miss B. Comper, Mr. Chan Tit Sang, Mr. Chong Shou San, Mr. H. A. Chisholm, Mr. F. M. Crawford, Mrs. Chun Bing Hin, Misses C. and W. Chun, Mr. Chan Woi Ting, Mr. Chan Woi Hung, Mr. and Mrs. K. C. Chun and family, Mr. F. A. Cook, Mr. M. Cook, Mr. Chan Fook Chan, Mr. and Mrs. A. Cameron, Mr. Chu Foo Poy, Mr. and Mrs. G. S. Conkey, Mr. and Mrs. Chu Cheung Wing, Mr. R. T. Denzler, Mr. A. Dodd, Mr. H. Dawson, Mr. and Mrs. V. A. Dodge, Mrs. Dang Shee, Mr. W. S. Davies, Mr. W. H. Eadie, Mr. Z. S. Freeman, Mrs. G. D. Forsythe, Mr. Fung Kan Hing, Mr. and Mrs. G. W. France, Mr. Fung Tuan Lung, Mr. W. Gallman, Mrs. H. L. Greenough, Mrs. N. Guenther, Mr. H. C. Gould, Mr. G. Grimble, Miss Gutierrez, Mr. A. H. Gordon, Mr. C. S. Gubbay, Mrs. C. S. Haas, Mrs. R. S. Hotchkiss, Mrs. V. E. Hartt, Mr. F. A. Henslowe, Mr. A. H. Hamilton, Miss M. L. Hamilton, Mr. R. N. Hall, Mr. Ho Sung Shan, Mr. and Mrs. R. M. Hall, Mr. and Mrs. C. A. Hooper, Mr. J. W. Ho, Mr. E. Hilton, Master C. P. Iaukea, Mr. M. H. Jones, Mr. L. P. Kent, Miss V. Kwok, Mr. Kwok Sin Lan, Mr. H. Kinsey, Mr. R. Kinsey, Mr. Kwan Yau San, Mr. Ko Wai Chiu, Rev. J. W. Lowrie, Mr. and Mrs. C. S. Lee, Mr. G. E. Iuchangco, Mr. and Mrs. G. R. Lacy and family, Lt. and Mrs. H. G. Laub, Capt. and Mrs. F. E. Lane, Rev. J. J. Lee, Mr. T. L. Leuftink, Mr. Li You Tsun, Mrs. Leung Shiu Yi, Miss J. S. Liang, Mr. P. Liang, Mr. and Mrs. A. C. Lofts, Mr. and Mrs. W. Lissey, Mr. H. H. Lilley, Mr. Lo Wei Sheung, Mr. E. W. Little, Mr. and Mrs. Low King Wah, Mr. Li Yiu Nam, Mr. Leung Chun Ting, Mr. S. C. Law, Mr. A. K. McDougall, Mr. John Morton, Mrs. J. H. Madden, Miss J. McCormick, Mr. and Mrs. A. MacKenzie, Mr. W. M. McLeod, Mr. J. H. Moltzer, Mrs. F. R. Marsh, Mr. and Mrs. A. G. W. Marr, Mr. and Mrs. Mui Po Chi, Mrs. Mah Bart, Mr. and Mrs. Mah Wing Chan, Mr. Ng Kit Wing, Mr. E. H. O'Farrell, Mr. N. A. O'Malley, Mr. L. Ostrovsky, Miss M. Paterson, Mr. and Mrs. A. Pirie, Mrs. A. J. Petrasek, Mr. and Mrs. D. A. Purves, Mrs. C. R. Price, Mrs. C. W. Pearles, Mr. C. S. Paget, Mr. Parkhill, Mr. and Mrs. Chas Pryce, Mr. J. Pedd, Mr. Pang Shiu Ki, Mr. Pun Sin Chi, Mr. H. W. Page, Mrs. Sarah A. de Rubio, Mr. and Mrs. H. S. Rouse, Mr. H. Rugg, Mr. A. H. Rowe, Mr. R. Rodenfuser, Mr. H. H. Sherrard and two daughters, Mr. and Mrs. T. Summer, Mr. and Mrs. F. A. Stevenson, Miss E. Stevenson, Miss J. Stevenson, Mr. and Mrs. H. Snodgrass, Mr. W. Shields, Mr. A. Scott, Mr. J. N. Sipser, Mr. C. Shank, Mrs. T. P. Seutes, Misc C. True, Mr. O. T. Terrell, Mr. and Mrs. O. K. Tang, Mrs. C. N. Tang, Mr. A. R. Teodora, Mr. H. M. White, Mrs. Fitz-Roy Williams, Mr. O. Wallfisch, Miss G. Wead, Mr. Woi Cheuck Hing, Mr. Wong King Fu, Mr. and Mrs. J. M. Xavier and family, Mrs. L. M. Young, and Mr. and Mrs. Yau Ngai Nin.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Nagasaki on May 15th at 6.30 a.m., left on the same day at 5 p.m., and is due at Shanghai on May 17th at 7.30 a.m. She will leave Shanghai on May 18th at 5.30 a.m.

The Blue Funnel liner *Antenor* left Port Said on May 8th for London, Amsterdam and Liverpool.

The Blue Funnel liner *Ixion* left Port Said on May 12th for London, Rotterdam and Hamburg.

The Blue Funnel liner *Teucer* left Port Said on May 13th for Marseilles, Liverpool and Glasgow.

The Blue Funnel liner *Tydeus* left Port Said on May 13th for Boston and New York.

SHIPPING NOTES.

The following notice to marines appears in the Harbour Office:—"Shipping is warned that searchlights will be exercised at Lyemun from 7.15 p.m. to 8.30 p.m. on Thursday, May 28th."

Another notice to mariners in the Harbour Office reads:—"Gulf of Siam.—Derelict dangerous to navigation. Position: Latitude 8° 48' N.; Longitude 108° 05' E. (approximately). Details.—Wireless report has been received from the s.s. *Glenanoy* that a 0.9 metre high object, which may be the mast of a submerged derelict has been observed in the above mentioned position. Chart.—British Adm. Chart No. 2414. Authority.—s.s. *Glenanoy*, Bangkok, April 28th by order of the Ministry of Marine, Admiral F. Thomson, R.N., Director-General of the Hydrographic Department."

Mails arriving in the Colony on Thursday and yesterday were brought in as under:—From Hoihow: s.s. *Baharein* (3 bags); Liverpool and Singapore: s.s. *Sarpedon* (26 bags); Hamburg and Misi: s.s. *Voytland* (5 bags).

The majority of the vessels entering port on Thursday and yesterday reported that the weather they had encountered during their voyages had been fair and fine, with light winds.

Reports of vessels arriving in the harbour up to 9 a.m. yesterday for the preceding 24 hours showed that five were British, one American, one French, one Dutch, one German, two Norwegian, one Portuguese and two Chinese.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & BOSTON via PANAMA	Takaoka Maru	Jap.	Nippon Yusen Kaisha	On 6th June
NEW YORK & BOSTON	Moorish Prince	Brit.	Prince Line	On 1st June
NEW YORK & BOSTON via SUEZ	Egremont Castle	Ital.	Dodwell & Co., Ltd.	On 26th June
NEW YORK, BOSTON & BALTIMORE	Kansas	Brit.	The Bank Line, Ltd	On 19th inst.
BARCELONA, VALENCIA ANTWERP ROTTERDAM, &c.	Sumtra	Swed	Gilman & Co.	About 25th inst.
BOSTON, NEW YORK & BALTIMORE via SUEZ	Diomed	Brit.	Butterfield & Swire	On 7th June
BOSTON, NEW YORK & BALTIMORE via SUEZ	Kansas	Brit.	The Bank Line, Limited	On 19th inst.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	President Pierce	Am.	Pacific Mail S.S. Co.	On 9th inst.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On —
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 1st June, 11 a.m.
VICTORIA, VANCOUVER & SEATTLE	Tyndareus	Brit.	Butterfield & Swire	On 11th June
SEATTLE & VICTORIA, via S'HAI. KOBE & YOKOHAMA	Presidt. Grant	Am.	Admiral Oriental Line	On 21st inst.
MARSEILLES & LONDON	Morea	Brit.	P. & O., B. I. & A. L.	On 30th inst.
MARSEILLES, &c.	Angkor	Fren.	Messageries Maritimes	On 15th July
MARSEILLES, &c.	Amboise	Fren.	Messageries Maritimes	On 21st inst.
MARSEILLES, &c.	Chantilly	Fren	Messageries Maritimes	On 7th June
MARSEILLES, &c.	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 22nd inst., 5 p.m.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Sutton Hall	Brit.	The Bank Line, Ltd.	On 11th June
HAVRE, LONDON, R'DAM & HAMBURG	Ajax	Brit.	Butterfield & Swire	On 16th inst.
GENOA, HAVRE, LIVERPOOL & GLASGOW	Elberfeld	Ger.	Melchers & Co.	On 18th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Calchas	Brit.	Butterfield & Swire	On 18th inst.
MARSEILLES, LONDON, ROTTERDAM & HAMBURG	Glenapp	Brit.	Jardine, Matheson & Co., Ltd	On 20th inst.
LONDON, ROTTERDAM & HAMBURG	Oostkerk	Dut.	Java-China-Japan-Lijn	On 25th inst.
GENOA, MARS., R'DAM., AMSTERDAM, HAMBURG & BREMEN	Rangoon Maru	Jap.	Nippon Yusen Kaisha	On 18th inst.
BOMBAY via SINGAPORE & COLOMBO	Laisang	Brit.	Jardines, Matheson & Co., Ltd.	On 22nd inst., 3 p.m.
STRAITS & CALCUTTA	Tairea	Brit.	P. & O., B. I. & A. L.	On 31st inst.
SINGAPORE, PENANG & CALCUTTA	Jeypore	Brit.	P. & O., B. I. & A. L.	On 6th June
SINGAPORE, & BOMBAY	Sardinia	Brit.	P. & O., B. I. & A. L.	On 16th inst., 4 p.m.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 21st inst.
SINGAPORE & BELAWAN-DELI	Rosandra	Ital.	Dodwell & Co., Ltd.	On 31st inst.
BRINDISI, VENICE & TRIESTE	Nanning	Brit.	Butterfield & Swire	On 16th inst., 4 p.m.
TIENTSIN & NEWCHWANG	Woosang	Brit.	Jardine, Matheson & Co., Ltd.	On 19th inst., 10 a.m.
SANDAKAN via SWATOW	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 20th inst., 11 a.m.
AUSTRALIAN PORTS via MANILA	Tanda	Brit.	P. & O., B. I. & A. L.	On 3rd June
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 6th June
AUSTRALIAN PORTS	Toyohashi Maru	Jap.	Nippon Yusen Kaisha	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	Chukzang	Brit.	Jardine, Matheson & Co., Ltd.	On 19th inst., Noon.
BANGKOK via SWATOW	Sicilia	Brit.	P. & O., B. I. & A. L.	On 16th inst., D.L.
SHANGHAI & KOBE	St. Albans	Brit.	P. & O., B. I. & A. L.	On 4th July
SHANGHAI, MOJI, KOBE & YOKOHAMA	Delta	Brit.	P. & O., B. I. & A. L.	On 12th June
SHANGHAI & KOBE	Venezia	Ital.	Dodwell & Co., Ltd.	About 10th June
YOKOHAMA, SHANGHAI, KOBE & MOJI	Tjisalak	Dut.	Java-China-Japan Lijn	About 1st June
SHANGHAI	Arafura	Brit.	P. & O., B. I. & A. L.	On 6th June
MOJI, KOBE & YOKOHAMA	Malwa	Brit.	P. & O., B. I. & A. L.	On 29th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 21st inst., 7 a.m.
TIENTSIN	Tjisondari	Dut.	Java-China-Japan Lijn	About 22nd inst.
BATAVIA	Mingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 17th inst., 8 a.m.
HAIPHONG via HOIHOW	Kwangchow	Brit.	Butterfield & Swire	On 17th inst., 11 a.m.
SWATOW & BANGKOK	Kwaiyang	Brit.	Butterfield & Swire	On 21st inst., 11 a.m.
HOIHOW & SINGAPORE	Haicbing	Brit.	Douglas Lapraik & Co.	On 19th inst., 1 p.m.
SWATOW, AMOY & FOOCHOW	Haihong	Brit	Douglas Lapraik & Co.	On 19th inst., 1 p.m.
SWATOW, AMOY & FOOCHOW	President Wilson	Am.	Pacific Mail S.S. Co.	On 27th inst.
MANILA	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 21st inst.
MANILA	Leesang	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst., 3 p.m.
MANILA	Presidt. Madison	Am.	Admiral Oriental Line	On 25th inst.
MANILA				

CANADIAN PACIFIC

EMPRESS OF RUSSIA

WILL SAIL FOR

MANILA

At 5.00 p.m., Thursday, May 21st

and Arrive MANILA

At 8.00 a.m., Saturday, May 23rd.

RETURNING

Leave MANILA

At 4.00 p.m., Sunday, May 24th

and Arrive HONGKONG

At 8.00 a.m., Tuesday, May 26th. [15

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.2405, G.2420, G.2440
KAGA MARU — — — Monday, 1st June, at 11 a.m.
IYO MARU — — — Friday, 26th June, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports
FUSHIMI MARU — — — Friday, 22nd May, at 5 p.m.
HAKOZAKI MARU — — — Saturday, 6th June

HAMBURG via LONDON & ROTTERDAM & Ports.
MATSUYE MARU — — — Monday, 8th June

LIVERPOOL via ADEN & MARSEILLES.
TAJIMA MARU — — — Friday, 12th June

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU — — — Wednesday, 20th May, at 11 a.m.
TANGO MARU — — — Wednesday, 24th June

NEW YORK and/or BOSTON via PANAMA.
TAKAOKA MARU — — — Saturday, 6th June

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.
RANGOON MARU — — — Monday, 18th May
CEYLON MARU — — — Friday, 29th May

CALCUTTA via Singapore, Penang & Rangoon.
MORIOKA MARU — — — Wednesday, 20th May
HAKODATE MARU — — — Saturday, 30th May

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU — — — Thursday, 18th June

SHANGHAI, KOBE & YOKOHAMA.
TOYOHASHI MARU — — — Tuesday, 19th May
KITANO MARU — — — Tuesday, 19th May
YAMAGATA MARU (Moji Direct) — — — Thursday, 21st May
HARUNA MARU — — — Tuesday, 2nd June

For further information, apply to— **NIPPON YUSEN KAISHA.**
Telephone Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager. [5

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UNITED STATES SHIPPING BOARD

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HONGKONG TO SAN FRANCISCO

via

Shanghai, Kobe, Yokohama and Honolulu.

PRESIDENT TAFT ... ... May 23rd.
PRESIDENT WILSON ... ... June 6th.

HONGKONG TO MANILA

PRESIDENT WILSON ... ... May 27th.

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Cable Address: SOLANO. Tels. C. 141, O. 3322. CANTON AGENTS: MADIER FRERES.

Beginning with PRESIDENT LINCOLN, scheduled to sail from San Francisco on May 16th, the "PRESIDENT" steamers now operated by the

PACIFIC MAIL

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THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT GRANT" ... ...May 21st.
"PRESIDENT MADISON" ... ...June 2nd.
"PRESIDENT JACKSON" ... ...June 14th.
"PRESIDENT McKINLEY" ... ...June 28th.

TO EUROPE—£120—£112—£110
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"PRESIDENT JACKSON" ... ...June 6th.
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WILL LEAVE, ON OR ABOUT
M.V. "SUMATRA" ... ... 25th May
M.V. "FORMOSA" ... ... 15th July
Subject to change without Notice.

For further particulars, please apply to—
GILMAN & CO., LTD., Agents.
23]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KALYAN."

ARRIVED HONGKONG ON 14TH MAY, 1925.

FROM ANTWERP, LONDON, MALTA, PORTSAID, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays, within the free storage period.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd June, 1925, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 14th May, 1925. [2204

VESSELS EXPECTED.

Bellerophon (Blue Funnel), due on or about June 8th.
Calchas (Blue Funnel), due to-morrow.
Empress of Russia (C.P.R.), due May 19th.
Kitano Maru (N.Y.K.), due May 19th.
President Hayes (Dollar), due May 25th.
President Madison (Admiral Oriental), due May 24th.
Titan (Blue Funnel), due on or about May 26th.
Troilus (Blue Funnel), due on or about June 11th.
Tyndareus (Blue Funnel), due May 18th.

S.S. "CHANTILLY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., also Cargo from BORDEAUX ex s.s. "VILLE D'AMIENS," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 18th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 20th instant, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 16th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Agent.

Hongkong, 11th May, 1925. [2197

CHURCH SERVICES.

UNION CHURCH, Kennedy Road.—Sunday Services, May 17th:—
Morning Service at 11 o'clock:—
Anthem: The Radiant Morn.
Evening Service at 6 o'clock:—
Communion Service at 7 o'clock.
Preacher:—Rev. R. D. Rees, of Canton Christian College.
P.S.A. Men's Meeting at 4 p.m. [86

FIRST CHURCH OF CHRIST SCIENTIST, Macdonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m. Wednesday, 8.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12 [87

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s.s. "KATUNA"... ... ...via Suez Canal ... ... 19th June

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

m.v. "BIRCHBANK"... ....via Suez Canal ... ... 30th June

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

s.s. "SUTTON HALL" ... ... 11th June
For Havre, London Rotterdam & Hamburg.

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Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

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s.s. "KANSAS" ... ...via Suez Canal ... ... 19th May
s.s. "DIOMED" ... ...via Suez Canal ... ... 7th June
s.s. "KATUNA" ... ...via Suez Canal ... ... 19th June
s.s. "TITAN" ... ...via Suez Canal ... ... 28th June

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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	26th May, 1925
CHANTILLY	—	—	9th June, „
FORTHOS	22rd Apr., 1925	25th May, 1925	23rd June, „
ANGKOR	7th May, „	8th June, „	7th July, „
COMPIEGNE	22nd May, „	23rd June, „	21st July, „
ANGERS	5th June, „	7th July, „	4th Aug., „

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A Class Steamers: 1st Class.....£ 95. 0s. 0d. / 2nd „ .....£ 62. 0s. 0d.
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CONSIGNATION—TRANSIT—REPRESENTATION. [2

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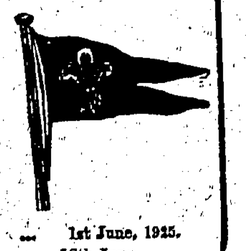

S.S. "MOORISH PRINCE" ... ... 1st June, 1925.
S.S. "CELTIC PRINCE" ... ... 18th June, „

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(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,684	16th May, 4 p.m	S'pore, Penang, Colombo & B'bay
"SOUDAN"	6,696	28th May	S'pore., Penang, Colombo & B'bay
"MOREA"	10,911	30th May	Marseilles & London
"NAGOYA"	6,854	2nd June	Mars., L'don., A'werp., H'burg & Hull
"JEYPORE"	5,318	6th June	Singapore & Bombay.
"SICILIA"	6,813	10th June	S'pore, Penang, Colombo & B'bay
"KALYAN"	9,118	13th June	Mars., London, Antwerp & Hull.
"KIDDERPORE"	5,334	13th June	Singapore & Bombay.
"MALWA"	10,941	27th June	Marseilles & London
"DELTA"	8,097	11th July.	S'pore, Penang, Colombo & B'bay.
"KASHMIR"	8,985	11th July	Mars., London & Antwerp
"MANTUA"	10,902	25th July	Marseilles & London
"SOUDAN"	6,696	8th Aug.	S'pore., Penang, Colombo & B'bay
"KASHGAR"	9,005	9th Aug.	Marseilles, London & A'werp.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London
"SICILIA"	6,813	3rd Sept.	S'pore, Penang, Colombo & B'bay.
"NARKUNDA"	16,227	5th Sept.	Marseilles & London.
"KARMALA"	9,128	19th Sept.	Marseilles, London & A'werp.
"KHIVA"	9,135	3rd Oct.	Marseilles, London & A'werp.
"MALWA"	10,941	17th Oct.	Marseilles & London.

BRITISH INDIA—APCAR SAILINGS

"TAIREA"	7,923	31st May	Singapore, Penang & Calcutta.
"TAKADA"	6,949	4th June	do.
"TILAWA"	10,000	7th July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

† "TANDA"	6,958	3rd June	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney & Melbourne.
"ARAFURA"	6,000	8th July	
"ST. ALBANS"	4,500	5th Aug.	
"TANDA"	6,958	2nd Sept.	
"ARAFURA"	6,000	7th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	4th Nov.	

† s.s. "TANDA" calls at Kolambugan.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolamoogan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TAKADA"	6,949	17th May, D.I.	Amoy, Nagasaki, Moji, Kobe & Osaka
"MALWA"	10,941	25th May	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	6th June	Moji, Kobe & Yokohama
"KASHMIR"	8,985	12th June	Shanghai, Moji & Kobe
"DELTA"	8,097	12th June	Shanghai, & Kobe
"TILAWA"	10,005	21st June	Kobe.
"MANTUA"	10,902	26th June	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th July	Shanghai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	10th July	Shanghai, Moji & Kobe
"SOUDAN"	6,696	10th July	Shanghai & Kobe
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe
"KARMALA"	9,125	7th Aug	do
"SICILIA"	6,513	7th Aug.	Shanghai & Kobe
"TANDA"	6,958	8th Aug.	Moji, Kobe & Yokohama
"NARKUNDA"	16,227	21st Aug.	Shanghai.
"KHIVA"	9,135	4th Sept.	Shanghai, Moji & Kobe.
"DELTA"	8,097	4th Sept.	do.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"KALYAN"	9,144	2nd Oct.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	2nd Oct.	do.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,902	17th Oct.	Shanghai, Moji & Kobe.
"KASHMIR"	8,985	1st Nov.	do.
"MOREA"	10,911	14th Nov.	do.
"KASHGAR"	9,005	28th Nov.	do.
"MACEDONIA"	11,089	12th Dec.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 3½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coastal Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

HAISHONG	Capt. Ellis Walker	Tuesday,	19th May, at	1 p.m.
HAICHING	Capt. W. S. Turnbull	Friday,	22nd May, at	1 p.m.
HAINING	A. H. Stewart	Tuesday,	26th May, at	4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAINING," "HAISHONG" and "HAICHING" at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Managers 3

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
SHANGHAI & TSINGTAO	"YINGCHOW" ...	On 16th May, Noon.
TIENTSIN & NEWCHWANG ...	"NANNING" ...	On 16th May, 4 p.m.
SWATOW & BANGKOK	"KWANGCHOW" ...	On 17th May, 11 a.m.
SWATOW & SHANGHAI	"SOOCHOW" ...	On 17th May, 11 a.m.
AMOY & SHANGHAI	"SZECHUEN" ...	On 18th May, 5 p.m.
HOIHOW & BANGKOK	"TEAN" ...	On 20th May, 11 a.m.
SHANGHAI & TSINGTAO	"KANCHOW" ...	On 20th May, Noon.
SWATOW & SHANGHAI	"SHANTUNG" ...	On 21st May, 11 a.m.
HOIHOW & SINGAPORE	"KWEIYANG" ...	On 21st May, 11 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW" ...	On 23rd May, Noon.
SWATOW & SHANGHAI	"SUNNING" ...	On 24th May, 11 a.m.
SWATOW & BANGKOK	"KAIGAN" ...	On 24th May, 11 a.m.
SWATOW & SINGAPORE	"KINGYUAN" ...	On 26th May, 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 26th May, 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung

BANGKOK LINE.—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone Central 32. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [6

AUSTRALIAN ORIENTAL LINE.

"CHANGSHA."
Due Hongkong 1st June, 1925.

Will be Despatched on 6th June, 1925, at 4 p.m.

— FOR —

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.
THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANIAN PORTS.
EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMODATION AT REDUCED RATES.
Sailing Subject to Alteration.

For For Freight and Passage, apply to—BUTTERFIELD & SWIRE,
Tel. C. 36. Agents. [16

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S "EGREMONT CASTLE" ... ... Sails 28th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" ... ... Sails 10th June
S.S. "TRIESTE" (cargo only) ... ... Sails 12th June
M.S. "ESQUILINO" ... ... Sails 10th July
S.S. "NUMIDIA" (cargo only) ... ... Sails 12th July

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA"... ... ... Sails 31st May
S.S. "VENEZIA" ... ... Sails 1st July
M.S. "ESQUILINO" ... ... Sails 31st July

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED
Telephone Central 1038. Agents 27

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

"VAN OVERSTRATEN"

21st May, 1925.

For SINGAPORE, PENANG and BELAWAN-DELI DIRECT

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN,
Telephone 1574. YORK BUILDING, CHATER ROAD. 9

POST OFFICE NOTICE.

Wireless communication has been re-established with Swatow.

INWARD MAILS.

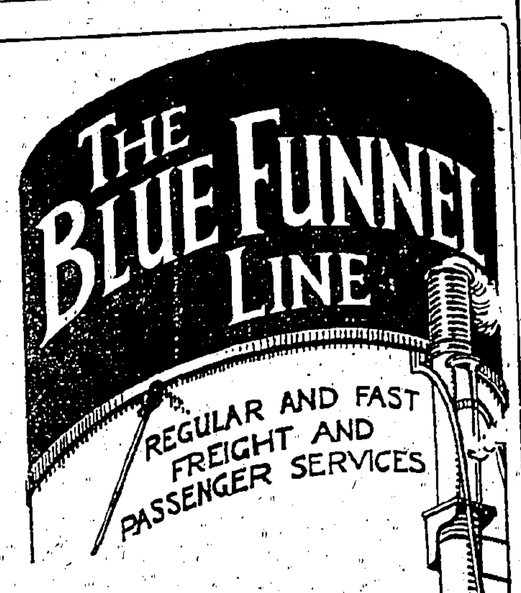
From	Per	Due
Shanghai	*Sardinia*	16th May
Shanghai	*Kanzhow*	16th May
Shanghai	*Szechuen*	16th May
Shanghai	*Shantung*	18th May
Shanghai	*Elberfeld*	18th May
Europe via Siberia (London 24th April)	*Kitano Maru*	19th May
Straits	*Mishima Maru*	19th May
Japan		
Canada, U.S.A., Japan, Shanghai & London via Canada (London, 18th Apr.)	*Emp. of Russia*	19th May
Straits	*Nanning*	19th May
Manila	*Pres. Grant*	20th May
Manila	*Pres. Taft*	21st May
Japan	*Fushimi Maru*	22nd May
U.S.A., Canada, Japan & Shanghai	*Pres. Madison*	24th May
U.S.A., Honolulu, Japan & Shanghai	*Pres. Hayes*	25th May
U.S.A., Honolulu, Japan & Shanghai	*Pres. Wilson*	26th May
Australia	*Changsha*	1st June

OUTWARD MAILS.

For	Per	Date	
Manila	*Ajax*	Saturday, 16th,	8.30 A M
Hoihow	*Yue Ying Wa*		8.30 A M
Fort Bayard	*Hoi Nam*		9.00 A M
Shanghai, *Japan, Canada, U.S.A., Cent. and South America, & *EUROPE via Victoria, B.C.—due Victoria, B.C., 8th June	*Arabia Maru*	Registration Letters	9.45 A M 10.30 A M
Hoihow	*Batavia*		10.00 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 12th June	*Sardinia*	Parcels Noon Reg. Letters	1.45 P M 2.30 P M
Swatow	*Sarvisian*		2.30 P M
Manila	*West O'Rowa*		3.30 P M
Shanghai, Japan, Honolulu, *Canada, *U.S.A., *C. & *S. America & *Europe via San Francisco due San Francisco, 12th June—Ship sails on Sunday, the 17th inst., at Noon.	*Taiyo Maru*	Registration Letters	4.15 P M 5.00 P M
Saigon	*Yu in Lee*		4.30 P M
Bangkok	*Escondido*		4.30 P M
Fort Bayard, *Hoihow, Pakhoi & *Haiphong	*Hanoi*		5.00 P M
Hoihow and *Haiphong	*Mingsang*		5.00 P M
Amoy	*Tatada*		5.00 P M
Hoihow, Pakhoi and *Haiphong	*Taikwa Maru*	Sunday, 17th,	8.30 A M
Haiphong	*Tonkin*		8.30 A M
Swatow, Amoy and Formosa	*Kaijo Maru*		9.00 A M
*Swatow and Bangkok	*Kwangchow*		9.00 A M
Straits and Egypt	*Calchas*	Monday, 18th,	2.30 P M
*Swatow and Bangkok	*Helikon*		3.30 P M
Amoy	*Szechuen*		3.30 P M
Swatow	*Hydrangea*		3.30 P M
*Swatow and Bangkok	*Chaksang*	Tuesday, 19th,	10.30 A M. Noon.
Swatow, Amoy and Foochow	*Hai Hong*		
Manila, Australia and New Zealand via Thursday Island—due Thursday Is.—31st May	*Mishima Maru*	Wednesday, 20th, Registration Letters	8.45 A M 9.30 A M 10.30 A M
Shanghai and Japan	*Kitano Maru*		10.30 A M
Sandakan	*Hirasang*		
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Victoria, B.C., 10th June and Europe via Siberia (correspondence specially superscribed "via Siberia" only.)	*Pres. Grant*	Thursday, 21st, Parcels, Registration Letters	Noon 2.45 P M 3.30 P M
Straits	*Van Overstraten*		11.30 A M
Swatow, Amoy and Foochow	*Hai Ching*	Friday, 22nd Parcels	Noon 5.00 P M
Shanghai, Japan, Honolulu, *Canada, U.S.A., C. & S. America, & *EUROPE via SAN FRANCISCO—due San Francisco, 16th June	*Pres. Taft*	Reg. Letters 23rd,	5.00 P M 8.00 A M

*Correspondence bearing vessel's name only

THE BLUE FUNNEL LINE



LONDON SERVICE.

"CALCHAS"	18th May	Marseilles, London, Rotterdam & Hamburg.
"MACHAON"	25th May	London, Rotterdam & Hamburg.
"RHEXENOR"	1st June	Marseilles, London, Rotterdam & Hamburg.
"NELEUS"	8th June	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"AJAX"	16th May	Genoa, Havre, Liverpool & Glasgow.
"AUTOMEDON"	1st June	Genoa, Havre, Liverpool & Glasgow.
"IXION"	20th June	Genoa, Havre, Liverpool & Glasgow.

*via Port Sudan.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA).

"TYNDAREUS"	11th June	Victoria, Vancouver & Seattle.
"ACHILLES"	5th July	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
(via SUEZ or PANAMA).

"DIOMED"	7th June	Boston, New York & Baltimore via Suez.
"TITAN"	28th June	Boston, New York & Baltimore via Suez.
"BELLEROPHON"	19th July	Boston, New York & Baltimore via Suez.

PASSENGER SERVICE.

"SARPEDON"	16th June	Singapore, Marseilles & London.
"PATROCLUS"	24th July	Singapore, Marseilles & London.
"ANTENOR"	25th Aug.	Singapore, Marseilles & London.
"HECTOR"	20th Oct.	Singapore, Marseilles & London.
"SARPEDON"	17th Nov.	Singapore, Marseilles & London.
"PATROCLUS"	15th Dec.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. 16A

COMMERCIAL.

OPENING QUOTATIONS.

May 15th, 1925.

On London.—	
Telegraphic Transfer	2/3½
Bank Bills, on demand	2/3 15/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/3½
Credits, at 4 months' sight	2/3½
Documentary Bills, 4 months' sight	2/3½
On Paris.—	
Bank Bills, on demand	1,045
Credits, 4 months' sight	1,145
On New York.—	
Bank Bills, on demand	54½
Credits, at 30 days' sight	55⅛
On Bombay.—	
Telegraphic Transfer	149½
Bank Bills, on demand	
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	
On Yokohama.—On demand	133½
On Manila.—On demand	108½
On Singapore.—On demand	96
On Batavia.—On demand	133½
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	80½
Sovereign, Bank's Buying rate	$ 8.68
Gold Leaf, 100 fine, per tael	47.40
Bar Silver, per oz.	31 3/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$26,500,000
Reserve Liability of Proprietors	$20,000,000

Court of Directors:

G. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.

B. D. F. Beith, Esq.	Hon. Mr. A. O. Lang.
W. H. Bell, Esq.	W. L. Pattenden, Esq.
A. H. Compton, Esq.	J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak.	T. G. Weall, Esq.

Chief Manager
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st February, 1925. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 7th January, 1925. [26

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£2,000,000
Reserve Fund	£4,000,000
Reserve Liability of Proprietor	£2,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 15th, 1925. [30

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.
Okinawa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tokyen, Ako.
China:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:
London Counties Westminster and Parr's Bank

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO,
Manager.

Hongkong Branch,
4, Des Voeux Road,
Hongkong, 26th June, 1924.

CAPSTAN
CIGARETTES

ALL CAPSTAN CIGARETTES ARE MADE IN ENGLAND.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. B-137

[75

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,060,000
Reserve Fund	£1,300,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Soerabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Acting Manager.

7, Queen's Road Central,
Hongkong, April 17th, 1925. [28

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Pa. 8.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,687,333.54

Branches:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Vientiane
Hanoi	Pondichery	

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co. Frank-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.

A. LECOT
Manager.

Hongkong, 26th March 1924. [31

THE BANK OF EAST ASIA, LTD.

Head Office:—Hongkong.

Authorised Capital	$10,000,000
Paid-up Capital	5,000,000
Reserve Fund	1,000,000

Directors:

Hon. Mr. Chow Shou Son, Chairman		
Pung Ping Shan	Ng Ching Luk	Huynh Tai
Li Koon Chun	Pong Wai Ting	Kan Ying Po
P. K. Kwok	Mok Ching Kong	Chan Ching Shek
	Wong Yun Tong	

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.

KAN TONG PO,
Chief Manager.

Hongkong, 16th February, 1925. [33

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$40,000,000.00
Paid-up Capital	16,278,600.00
Reserve Founds	9,629,435.34

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank; The Equitable Trust Co., New York

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 8th, 1921. [32

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1924.

With Index. Price—$7.50.

On sale at the *Hongkong Daily Press* Office.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

Netherlands Trading Society.

BANK.

Established 1824.
Hongkong Branch established 1904.

Authorized Capital Guilders	150,000,000 ($73,509,803)
Paid-up Capital	80,000,000 ($39,238,878)
Reserve Fund	20,044,032 ($9,676,416)
Special Reserves	23,220,008 ($11,383,331)

Head Office:—AMSTERDAM

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djombang, Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB,
Agent.

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THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,00
Reserve Fund	Yen 80,500,00

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fangtien (Mukden)	Nagoya	Shimonoseki
	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Harbin	Peking	Taihoku
Honolulu	Rio de Janeiro	Tsingtao
Kai Yuan		Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rate to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th March, 1925. [35

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